

ENR 1.10 FLIGHT PLANNING (RESTRICTION, LIMITATION OR ADVISORY INFORMATION)**1 PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN****1.1 GENERAL**

1.1.1 For flights within the Doha FIR (OTDF), a flight plan shall be submitted as per the requirements specified in ICAO Annex 2 - Rules of the Air, Chapter 3.3. The format and content of the FPL shall be according to ICAO PANS - ATM Doc 4444, Chapter 4.4.

1.2 TIME OF SUBMISSION

1.2.1 A flight plan may be submitted up to 120 HR but shall not be less than 60 MIN prior to the EOBT, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for ATFM purposes.

1.3 SUBMISSION OF FLIGHT PLAN

1.3.1 Flight plans shall be submitted via AFTN to **OTDFIFPS** and **OTBDYWYX**.

1.3.2 In the absence of AFS, through email: doha.comm@caa.gov.qa or fax at +974 4470 5275. An acknowledgement of receipt must be obtained via tel **+974 4470 5080 / +974 4470 5081**.

1.4 ADDITIONAL FLIGHT PLANNING REQUIREMENTS

1.4.1 All traffic within Doha FIR (OTDF) should include the entry point for traffic landing, exit point for traffic departing, and entry/exit points for overflying in the FPL.

1.4.2 The following additional flight planning requirements apply for airports with published SID and STAR procedures:

- a) Departing aircraft - Item 15 of the flight plan form shall commence with the last waypoint of the SID related to the ATS route (e.g. TULUB B457...) and then as per ICAO PANS-ATM Doc 4444 standard requirements.
- b) Arriving aircraft – Item 15 of the flight plan form shall terminate with the corresponding waypoint of the last ATS route where the STAR commences (e.g...M430 TOSNA).

Note: Do not include NAVAIDs ID, any ATS route designator or SID/STAR designator (it is runway dependent, ATC will advise the corresponding SID or STAR)

1.4.3 For the required routing within the Doha FIR (OTDF) refer to section 1.5 .

1.4.4 All flights departing OTBD/OTHH/OTBH shall indicate an **"ALTN AERODROME"** in Item 16 of the flight plan in accordance with the requirements of ICAO PANS-ATM Doc 4444.

1.4.5 All civil non-scheduled, private, technical landings, state aircraft and military flights operating within Doha FIR, are required to include the following in Item 18 of the FPL.

- a) Clearance Number under RMK/
- b) STS/: Reason for special handling by ATS, as follows:

MEDEVAC	for a flight, critical medical emergency evacuation
HEAD	for a flight with Head of State status
SAR	for a flight engaged in a search and rescue mission
STATE	for a flight engaged in military, customs or police services

1.4.6 All IFR/VFR flight plan filed in accordance with paragraph section 1.3 , shall complete Item 19 in full or an alternative arrangement be made, as the information is a requirement for the provision of alerting service.

1.5 STANDARD ROUTES WITHIN DOHA FIR

1.5.1 Standard routes table aims to be the set of guidelines provided to the operators in constructing Flight Plan Routes within Doha FIR. It is mandatory to comply with the standard route listings, entry-exit points and level restrictions stated in this document due to the complexity of Qatar airspace. All Flight Plans shall include the following:

- a) Overflying the Doha FIR: FIR Entry and FIR Exit points.
- b) Departing from Qatar aerodromes: FIR Exit point.
- c) Landing at Qatar aerodromes: FIR Entry point.

1.5.2 Minimum Level - MC is referred to in the Minimum Level column, this denotes the Minimum Cruise and is to be considered as the lowest usable level of all the airways along the specified route.

1.5.3 Maximum Level - Altitude referred to in the Maximum Level column, this denotes the highest cruise level permitted along the specified route segment.

1.5.4 Standard routes table.

No)	"ADEP /Entry"	"Min"	"Max"	"Route-Segment"	"ADES / Exit"	"Remarks"
1)	ALPOB	MC	240	ALPOB L768 OBROS	OBROS	Note 10
2)	ASROK	MC	230	ASROK M677 OBNET	OBNET	Note 9
3)	ASROK	MC	230	ASROK N572 DASUT	DASUT	Note 31
4)	ASROK	MC	230	ASROK M708 DASUT	DASUT	Note 31
5)	BORUK	MC	230	BORUK P559 NALPO	NALPO	Note 31
6)	ELIDU	MC	240	ELIDU L721 ALKAN	OTBD	Note 2
7)	ELIDU	MC	240	ELIDU L721 BAYAN DOH DCT	OTBH	Note 2
8)	ELIDU	MC	240	ELIDU L721 ALKAN	OTHH	Note 2
9)	ELIDU	MC	240	ELIDU L721 ITMUB L768 RABLA M556 OBROS	OBROS	Note 29
10)	GESIT	MC	450	GESIT P708 OVONA	OVONA	Note 13
11)	GEXIM	MC	270	GEXIM N318 HAYYA	OTBD	Note 7
12)	GEXIM	MC	270	GEXIM N318 VELAM R659 DOH DCT	OTBH	Note 7
13)	GEXIM	MC	270	GEXIM N318 HAYYA	OTHH	Note 7
14)	GEXIM	MC	450	GEXIM N318 OVONA	OVONA	Note 12
15)	GIRMO	MC	210	GIRMO L703 HAYYA	OTBD	Note 14
16)	GIRMO	MC	210	GIRMO L703 HAYYA N318 VELAM R659 DOH DCT	OTBH	Note 14
17)	GIRMO	MC	210	GIRMO L703 HAYYA	OTHH	Note 14
18)	KINID	310	450	KINID N685 TOSNA	TOSNA	Note 21
19)	LAEEB	MC	270	LAEEB DCT DOH R659 EMISA B457 KINID	KINID	Note 28
20)	LAEEB	MC	270	LAEEB	OTBD	
21)	LAEEB	MC	270	LAEEB DCT DOH	OTBH	
22)	LAEEB	MC	270	LAEEB	OTHH	
23)	LUBET	MC	110	LUBET DCT HAYYA N318 VELAM R659 DOH L564 DATRI	DATRI	Note 27
24)	MIDSI	MC	240	MIDSI R659 VEDED	OTBD	Note 1
25)	MIDSI	MC	240	MIDSI R659 DOH DCT	OTBH	Note 1
26)	MIDSI	MC	240	MIDSI R659 VEDED	OTHH	Note 1
27)	MIDSI	MC	240	MIDSI A453 SOLOB	SOLOB	Note 16
28)	OBBI	MC	110	LUBET DCT HAYYA	OTBD	Note 3 Note 22
29)	OBBI	MC	110	LUBET DCT HAYYA N318 VELAM R659 DOH DCT	OTBH	Note 3
30)	OBBI	MC	110	LUBET DCT HAYYA	OTHH	Note 3 Note 22
31)	OBBS	MC	110	LUBET DCT HAYYA	OTBD	Note 3 Note 22
32)	OBBS	MC	110	LUBET DCT HAYYA N318 VELAM R659 DOH DCT	OTBH	Note 3
33)	OBBS	MC	110	LUBET DCT HAYYA	OTHH	Note 3 Note 22
34)	OBKH	MC	110	LUBET DCT HAYYA	OTBD	Note 3 Note 22
35)	OBKH	MC	110	LUBET DCT HAYYA N318 VELAM R659 DOH DCT	OTBH	Note 3
36)	OBKH	MC	110	LUBET DCT HAYYA	OTHH	Note 3 Note 22
37)	ORLEK	MC	230	ORLEK	OTBD	Note 20
38)	ORLEK	MC	230	ORLEK L681 GINTO M430 DOH DCT	OTBH	Note 20
39)	ORLEK	MC	230	ORLEK	OTHH	Note 20

No)	"ADEP /Entry"	"Min"	"Max"	"Route-Segment"	"ADES / Exit"	"Remarks"
40)	ORLEK	MC	230	ORLEK L681 GINTO M430 DOH L305 ASTOG	ASTOG	Note 8 Note 15
41)	ORLEK	MC	270	ORLEK L681 GINTO M430 DOH B415 BUNDU	BUNDU	Note 8
42)	ORLEK	MC	270	ORLEK L681 GINTO M430 DOH N300 KUPRO	KUPRO	Note 8
43)	ORMID	MC	430	ORMID M556 OBROS	OBROS	Note 11
44)	OTBD	MC	210	ALSEM L305 ASTOG	ASTOG	Note 15
45)	OTBD	MC	270	BUNDU	BUNDU	
46)	OTBD	MC	230	VAXIN T800 DASUT	DASUT	Note 4
47)	OTBD	MC	260	DATRI	DATRI	
48)	OTBD	MC	190	ALVEN P550 RAGAS	RAGAS	Note 25
49)	OTBD	MC	270	KUPRO	KUPRO	Note 26
50)	OTBD	MC	120	TULUB	OBBI	Note 5
51)	OTBD	MC	120	TULUB	OBBS	Note 5
52)	OTBD	MC	120	TULUB	OBKH	Note 5
53)	OTBD	MC	260	TULUB M444 KINID	KINID	Note 17
54)	OTBD	MC	260	TULUB B457 KINID	KINID	Note 30
55)	OTBD	MC	260	LUBET P713 IMLAD	IMLAD	Note 18
56)	OTBD	MC	260	LUBET L934 IMLAD	IMLAD	Note 18
57)	OTBD	MC	200	ULIKA	ULIKA	Note 20
58)	OTBH	MC	230	DCT DOH T800 DASUT	DASUT	Note 4
59)	OTBH	MC	190	DCT DOH P430 ALVEN P550 RAGAS	RAGAS	Note 25
60)	OTBH	MC	260	DOH L564 DATRI	DATRI	
61)	OTBH	MC	120	DCT DOH DCT ALNAK DCT TULUB	OBBI	Note 5
62)	OTBH	MC	120	DCT DOH DCT ALNAK DCT TULUB	OBBS	Note 5
63)	OTBH	MC	120	DCT DOH DCT ALNAK DCT TULUB	OBKH	Note 5
64)	OTBH	MC	210	DCT DOH L305 ASTOG	ASTOG	Note 15
65)	OTBH	MC	270	DCT DOH B415 BUNDU	BUNDU	
66)	OTBH	MC	270	DCT DOH N300 KUPRO	KUPRO	Note 26
67)	OTBH	MC	240	DCT DOH P430 ALTOM M600 EGNIM	OKKK, OKAS	Note 31
68)	OTBH	MC	240	DCT DOH P430 ALTOM L602 EGNIM	EGNIM	Note 19
69)	OTBH	MC	200	DCT ULIKA M430	ULIKA	Note 20
70)	OTBH	MC	260	DCT DOH DCT ALNAK DCT TULUB B457 KINID	KINID	Note 23
71)	OTHH	MC	210	ALSEM L305 ASTOG	ASTOG	Note 15
72)	OTHH	MC	270	BUNDU	BUNDU	
73)	OTHH	MC	270	KUPRO	KUPRO	Note 26
74)	OTHH	MC	260	DATRI	DATRI	
75)	OTHH	MC	230	VAXIN T800 DASUT	DASUT	Note 4
76)	OTHH	MC	190	ALVEN P550 RAGAS	RAGAS	Note 25
77)	OTHH	MC	120	TULUB	OBBI	Note 5
78)	OTHH	MC	120	TULUB	OBBS	Note 5
79)	OTHH	MC	120	TULUB	OBKH	Note 5
80)	OTHH	MC	260	TULUB B457 KINID	KINID	Note 17
81)	OTHH	MC	260	TULUB M444 KINID	KINID	Note 30
82)	OTHH	MC	260	LUBET P713 IMLAD	IMLAD	Note 18
83)	OTHH	MC	260	LUBET L934 IMLAD	IMLAD	Note 18
84)	OTHH	MC	200	ULIKA	ULIKA	Note 20

No)	"ADEP /Entry"	"Min"	"Max"	"Route-Segment"	"ADES / Exit"	"Remarks"
85)	TOSNA	MC	220	TOSNA	OTBD	
86)	TOSNA	MC	220	TOSNA M430 DOH DCT	OTBH	
87)	TOSNA	MC	220	TOSNA	OTHH	
88)	TOSNA	MC	240	TOSNA M430 ULIKA	ULIKA	Note 6
89)	TOVOX	MC	180	TOVOX	OTBD	
90)	TOVOX	MC	180	TOVOX DCT DOH DCT	OTBH	
91)	TOVOX	MC	180	TOVOX	OTHH	
92)	TOVOX	MC	260	TOVOX P899 KUPSA B415 DOH M430 ULIKA	ULIKA	Note 20
93)	TUMAK	MC	240	TUMAK M600 EGNIM	EGNIM	Note 24
94)	TUMAK	MC	240	TUMAK L602 EGNIM	EGNIM	Note 19

Note 1	Available for OIIX FIR traffic landing Qatar AP. Expect to cross 10NM North MIDSI FL240 BLW. Expect to cross VEDED FL180.
Note 2	Available for OIIX FIR traffic to Qatar AP. Expect to cross ALKAN FL200 BLW.
Note 3	Available for OBBI, OBBS, OBKH departures landing Qatar AP A110 at LUBET(MAX A110 LEVEL at LUBET).
Note 4	Available for Qatar AP departures to OIIX FIR. MAX FL230 at DASUT.
Note 5	Available for Qatar AP departures to Bahrain AP A120. Refer Bahrain Supplement for Standard Route Document for routes beyond TULUB.
Note 6	Available for OMAE FIR traffic to OEJD FIR. Available only from SUN – THU 0000-0300 1900-2359 and H24 during FRI, SAT and official holidays, FL240 BLW.
Note 7	Traffic departing OEDF, OEDR MAX FL150.
Note 8	Available for OEJD FIR traffic to OMAE FIR. Available only from SUN – THU 0000-0300 1900-2359 and H24 during FRI, SAT and official holidays. OEDR departures MAX FL210, OEAH departures MAX FL210.
Note 9	Available for OKAC FIR traffic landing or overflying Northern OMAE FIR. For FL250 and above refer to Bahrain AIP.
Note 10	Available for OMAE FIR traffic to OEJD FIR excluding traffic landing Eastern OEJD FIR AP. For FL250 and above refer to Bahrain AIP.
Note 11	Available for OMAE FIR traffic landing Bahrain AP (expect to cross OBROS FL160 BLW) and Eastern OEJD AP (expect to cross OBROS FL180). Refer Bahrain Supplement for Standard Route Document for routes beyond OBROS.
Note 12	Available for OEJD FIR traffic landing or overflying Southern OMAE FIR.
Note 13	Available for OKAC FIR traffic landing or overflying Southern OMAE FIR.
Note 14	Available for OKAC FIR traffic landing Qatar AP.
Note 15	Only available for landing Northern Emirates (OMDB, OMDW, OMSJ, OMFJ, OMRK, OMDM). Expect MAX FL210 at ASTOG.
Note 16	OBBI landing traffic to expect passing FL160 or below at SOLOB and for OEDF landing traffic expect to be at FL180 at SOLOB.
Note 17	KINID is available for traffic overflying OBBI FIR or landing OKAC FIR AP. Refer Bahrain Supplement for Standard Route Document for routes beyond KINID.
Note 18	IMLAD shall only be used for overflying OKAC FIR. Refer Bahrain Supplement for Standard Route Document for routes beyond IMLAD.
Note 19	This route is for overflying OKAC FIR only. For FL250 and above refer to Bahrain AIP.
Note 20	Available only from SUN – THU 1900-0300 (next day) and H24 during FRI, SAT and official holidays.
Note 21	Available for OEJD FIR traffic FL310 ABV landing or overflying Southern OMAE FIR.
Note 22	Expect to join STAR from HAYYA.
Note 23	KINID is available for traffic landing at Bahrain AP A120 and for traffic overflying OEJD FIR. Refer Bahrain Supplement for Standard Route Document for routes beyond TULUB.
Note 24	Available for traffic landing OKAC FIR. For FL250 and above refer to Bahrain AIP.
Note 25	Available for Qatar AP departures to OIIX FIR. FL190 at RAGAS.
Note 26	Traffic departing to OMAA, OMAD, OMAM and OMAL MAX FL210.
Note 27	Available for OBBI, OBBS, OBKH departures to OEJD FIR. ACFT may expect higher level after passing LUBET.
Note 28	Available for OEJD FIR traffic to OBBI FIR.
Note 29	Available for traffic landing Bahrain AP or for OEDR and OEDF (expect to cross OBROS FL180 or below). Refer Bahrain Supplement for Standard Route Document for routes beyond OBROS. For FL250 and above refer to Bahrain AIP.
Note 30	KINID is available for traffic entering OEJD FIR or landing OKAC FIR AP. Refer Bahrain Supplement for standard Route Document for routes beyond KINID.
Note 31	For FL250 and above refer to Bahrain AIP.

1.6 FREE ROUTE AIRSPACE (FRA) WITHIN DOHA FIR

1.6.1 The following standard routes apply for traffic using FRA within Doha FIR FL275 and above.

1.6.2 All flights intended to cross Doha FRA, shall include Doha FIR Entry and Exit points in their Flight Plans. For flights partially conducted within lateral and/or vertical limits of FRA, pilots shall include FRA Intermediate point in the FPL (see ENR 4.1 and ENR 4.4) on which the flight intends to cross FL275 to enter/exit FRA.

1.6.3 FRA routing table.

No)	Entry point	Routing	Exit point	Remarks
1)	DOH	DOH DCT ULIKA	ULIKA	-
2)	GINTO	GINTO DCT ULIKA	ULIKA	-
3)	KUPSA	KUPSA DCT ULIKA	ULIKA	-
4)	LAGNO	LAGNO DCT ULIKA	ULIKA	-
5)	ORLEK	ORLEK DCT KUPRO	KUPRO	-
6)	ORLEK	ORLEK DCT BUNDU	BUNDU	-
7)	TOSNA	TOSNA DCT ULIKA	ULIKA	-
8)	TOVOX	TOVOX DCT ULIKA	ULIKA	-

Note: Available SUN-THU 0000-0300 1900-2359 and H24 during FRI, SAT and Official Holidays

1.7 ADHERENCE TO ATS ROUTE STRUCTURE

1.7.1 No flight plans shall be filed for routes deviating from the published ATS route structure, unless;

- a) using Free Route Airspace; or
- b) prior permission has been obtained from DOHA RADAR. Refer *GEN 3.3.6 table for contact details*.

1.8 AUTHORIZATION FOR SPECIAL FLIGHTS

1.8.1 Flights of a specific nature may be exempted from the restriction specified above, provided that the operator shall comply with the corresponding requirements specified in GEN 1.2.

1.9 ADDITIONAL REQUIREMENTS RELATED TO RVSM AIRSPACE

Note: Flights will not be given access to QATAR RVSM airspace when:

- a) *No flight plan has been received, or*
- b) *A flight plan has been received but the required RVSM data has not been included in the flight plan.*

1.9.1 Except as indicated in 1.9.3, flight between FL 290 to FL 410 is for exclusive use of RVSM approved aircraft. Non - RVSM certified aircraft shall flight plan accordingly.

1.9.2 Operators of RVSM certified aircraft shall insert the letter "W" in item 10 of the flight plan regardless of the requested level.

1.9.3 Acceptance of non - RVSM certified State aircraft for flight at RVSM levels is subject to prevailing traffic conditions. RVSM certified aircraft will be offered priority in order to make maximum use of airspace capacity.

Note: Consequently, operators of State aircraft intending to navigate within Doha FIR are advised to dispatch RVSM certified aircraft or flight plan at non - RVSM levels.

1.9.4 Operators of non - RVSM certified State aircraft requesting a flight level within RVSM airspace shall insert the phrase "STS / NONRVSM" in item 18 of the flight plan.

1.9.5 In addition to the requirements of 1.9.4, operators of non - RVSM certified State aircraft requesting to operate in RVSM airspace shall include the letter "M" in item 8 of the flight plan.

1.9.6 The flight plan for an aircraft intending to operate across or within the lateral limits of RVSM airspace shall include:

- a) The entry point and requested flight level for that portion of the route commencing immediately after the entry point.
- b) The exit point and requested flight level for that portion of the route commencing immediately after the exit point.

2 REPETITIVE FLIGHT PLAN SYSTEM

2.1 *RPL System not in use in the State of Qatar.*

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