

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1 CLASSIFICATION OF AIRSPACES

1.1 Airspace is designated in accordance with the following airspace classification and in accordance with QCAR Rules of the Air, RA.6001 and Appendix 4:

1.1.1 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.

1.1.2 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.

1.1.3 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 KIAS applies below 3 050 M (10 000 FT) AMSL, except where approved by the authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.

1.1.4 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 KIAS applies to all flights below 3 050 M (10 000 FT) AMSL, except where approved by the authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.

1.1.5 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 KIAS applies to all flights below 3 050 M (10 000 FT) AMSL, except where approved by the 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.

1.1.6 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 KIAS applies to all flights below 3 050 M (10 000 FT) AMSL, except where approved by the authority for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required.

1.1.7 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 KIAS applies to all flights below 3 050 M (10 000 FT) AMSL, except where approved by the authority for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required.

1.2 The requirements for the flights within each class of airspace are shown in the following table

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation (1)	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control services	Not applicable	Not applicable	Continuous two-way	Yes
B(*)	IFR	All aircraft	Air traffic control services	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control services	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL Distance from cloud: 1 500 M horizontally 300 M (1000 FT) vertically	Not applicable	Yes	Yes

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation (1)	Radio communication requirement	Subject to an ATC clearance
C	IFR	IFR from IFR IFR from VFR	Air traffic control services	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) Air traffic control service, VFR/VFR traffic information (and traffic avoidance advice on request)	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL Distance from cloud: 1 500 M horizontally 300 M (1000 FT) vertically	250 KIAS 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)	Not applicable	250 KIAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Air traffic control service, IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL Distance from cloud: 1 500 M horizontally 300 M (1000 FT) vertically	250 KIAS 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	Not applicable	250 KIAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL Distance from cloud: 1 500 M horizontally 300 M (1000 FT) vertically	250 KIAS below 3 050 M (10 000 FT) AMSL	No (2)	No
F(*)	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service if requested	Not applicable	250 KIAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service if requested	8 KM at and above 3 050 M (10 000 FT) AMSL 5KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud At and below 900 M AMSL or 300 M above terrain whichever is higher – 5 KM(***), clear of cloud with the surface in sight	250 KIAS below 3 050 M (10 000 FT) AMSL	No (2)	No

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation (1)	Radio communication requirement	Subject to an ATC clearance
G(**)	IFR	Nil	Flight information service if requested	Not applicable	250 KIAS below 3 050 M (10 000 FT) AMSL	Yes (2)	No
	VFR	Nil	Flight information service if requested	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud At and below 900 M AMSL or 300 M above terrain whichever is higher – 5 KM(***), clear of cloud the surface in sight	250 KIAS below 3 050 M (10 000 FT) AMSL	Yes (2)	No

(*) Classes of airspace not used in **Doha FIR**.

(**) Airspaces within **Doha FIR** other than Class **A**, **C** and **D**.

(***) When so prescribed by the authority:

- a) flight visibilities reduced to not less than 1 500 M may be permitted for flights operating:
 - at speeds of 140 KIAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 - in circumstances which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels;
- b) helicopters may be permitted to operate in less than 1 500 M, but not less than 800 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.
 - 1) When the level of the transition altitude is lower than 3 050 M (10 000 FT) AMSL, FL 100 should be used in lieu of 10 000 FT. Authority may also exempt aircraft types, which for technical or safety reasons, cannot maintain this speed.
 - 2) Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in RMZ.
 - 3) Air-ground voice communications mandatory for flights participating in the advisory service. Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in RMZ.

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