

The background of the slide is a photograph of an airport tarmac at sunset. The sky is a mix of orange, yellow, and grey. Several aircraft are parked on the tarmac, and their lights are visible. A small white ground support vehicle is in the foreground. The overall scene is dimly lit, with the primary light source being the setting sun.

MIDANPIRG/20 & RASG-MID/10 Meeting
Muscat, Oman, 14-17 May 2023
Update on Achievements & Success Story

RNP APCH IMPLEMENTATION

- As per assembly resolution A37-11, and in keeping with NCLB policy, the instrument approach procedures (RNP) were implemented for Al- Ghaydah, Sayun and Aden Intel. Airports.
- The air traffic controllers at the approved airports have received adequate training to successfully perform the RNP APP protocol.
- The study to construct RNP approaches for the remaining airports is ongoing and will be carried out as soon as possible.



الهيئة العامة للطيران المدني والأرصاد
CIVIL AVIATION & METEOROLOGY AUTHORITY

**PBN Implementation for OYAA
Instrument Approach Procedures**

RNP Rwy 08

JEPPESSEN
14 APR 23 (12-1) EET 20 Apr

ADEN, YEMEN
RNP Rwy 08

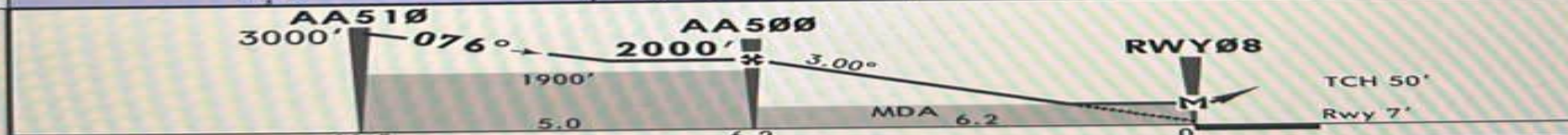
OYAA/ADE
ADEN INTL

ATIS 122.6	ADEN Approach 119.7	ADEN Tower 118.7	Ground 121.9
RNAV	Final Apch Crs 076°	AA588 2000' (1993')	MDA(H) 500' (493')
			Apt Elev 7' Rwy 7'
<p>MISSED APCH: Climb on course 076° to AA550 (at 1200') then turn LEFT (MAX 250 KT) direct to AA540 to 4000' and hold, then follow ATC instruction.</p> <p>RNP Apch Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL150 Trans alt: 13000'</p> <p>Baro-VNAV operations not authorized below -10°C.</p>			
			MSA ARP 5100



45-20

RECOMMENDED ALTITUDES	
DIST to RWY88	ALTITUDE
6.0	1953'
5.0	1637'
4.0	1321'
3.0	1005'
2.0	689'
1.0	373'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWY88						
AA588 to MAP	6.2	5:19	4:08	3:43	3:06	2:39
					2:20	

HIALS PAPI

1200' MANDATORY on 076° AA550

CIRCLE-TO-LAND

State		STRAIGHT-IN LANDING LNAV		ALS out		CIRCLE-TO-LAND	
MDA(H) 500' (493')		MDA(H) 500' (493')		ALS out		CIRCLE-TO-LAND	
A						Max Kts	MDA(H)
B						100	610' (603')
						135	980' (973')
							V2800m
							V4500m

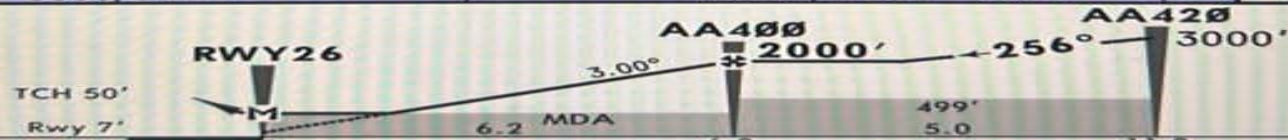
RNP Rwy 26

OYAA/ADE
ADEN INTL

JEPPESEN
14 APR 23 (12-2) Eff 20 Apr

ADEN, YEMEN
RNP Rwy 26

ATIS 122.6		ADEN Approach 119.7		ADEN Tower 118.7		Ground 121.9	
RNAV	Final Apch Crs 256°	AA488 2000' (1993')	MDA(H) 370' (363')	Apt Elev 7'		Rwy 7'	
MISSED APCH: Climb on course 255° to AA410 (at 1300') then turn RIGHT direct to AA540 to 4000' and hold, then follow ATC instruction.							
RNP Apch		Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL150	Trans alt: 13000'		
Baro-VNAV operations not authorized below -10°C.							



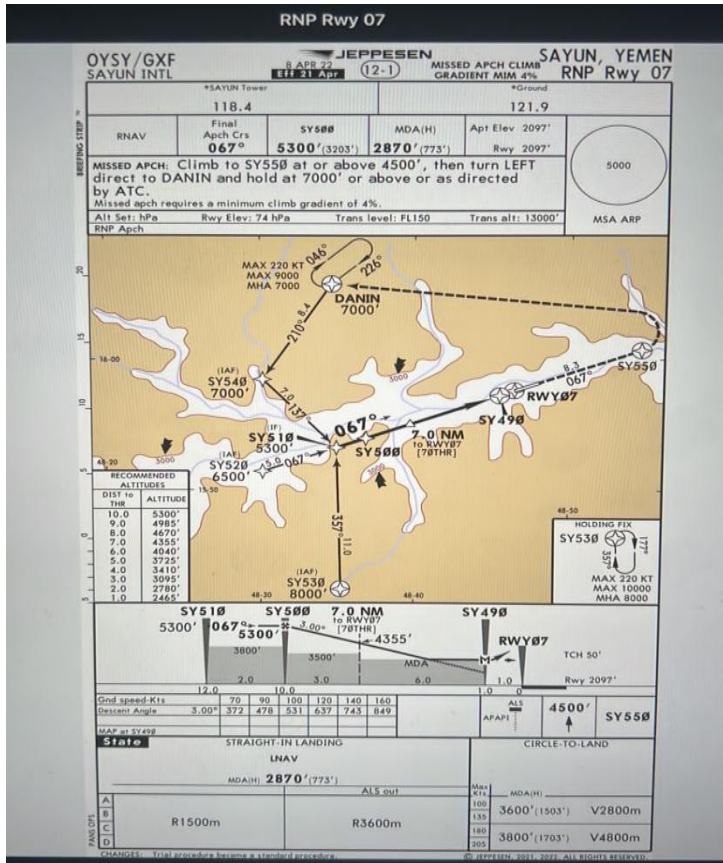
Gnd speed-Kts	70	90	100	120	140	160		1300' MANDATORY on 255° AA410
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at RWY26								
AA488 to MAP	6.2	5:19	4:08	3:43	3:06	2:39	2:20	

State		STRAIGHT-IN LANDING RNAV MDA(H) 370' (363')				CIRCLE-TO-LAND																
ALS out		R1500m		R1700m		<table border="1"> <tr><td>Max Kts</td><td>MDA(H)</td><td></td></tr> <tr><td>100</td><td>610' (603')</td><td>V2800m</td></tr> <tr><td>135</td><td>980' (973')</td><td>V4500m</td></tr> <tr><td>180</td><td></td><td></td></tr> <tr><td>205</td><td>2270' (2263')</td><td>V5000m</td></tr> </table>		Max Kts	MDA(H)		100	610' (603')	V2800m	135	980' (973')	V4500m	180			205	2270' (2263')	V5000m
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100	610' (603')	V2800m																				
135	980' (973')	V4500m																				
180																						
205	2270' (2263')	V5000m																				

PANS OPS

Sayun Intl. Began Operating Around-The-clock

Because of RNP. APP. Procedures, the safety of flight is ensured in these airports that direct the aircraft during the approach phase and until landing, especially at Sayun Airport, which is surrounded by mountains and just began operating around-the-clock instead of just from sunrise to sunset.



OUTCOMES of ESAF/MID COORDINATION MEETING

Pursuant to MIDANPIRG CONCLUSION 19/1: MID RVSM SMR 2021, ESAF/MID COORDINATION MEETING ON THE HORN OF AFRICA INTERFACE AREA was held in (Cairo, Egypt, 31 January – 2 February 2023). During the meetings and side meetings a number of subjects were discussed particularly focused on LHD problems. Among the outcomes the following two routes were proposed in order to eliminate the LHD problem which were gradually increasing.

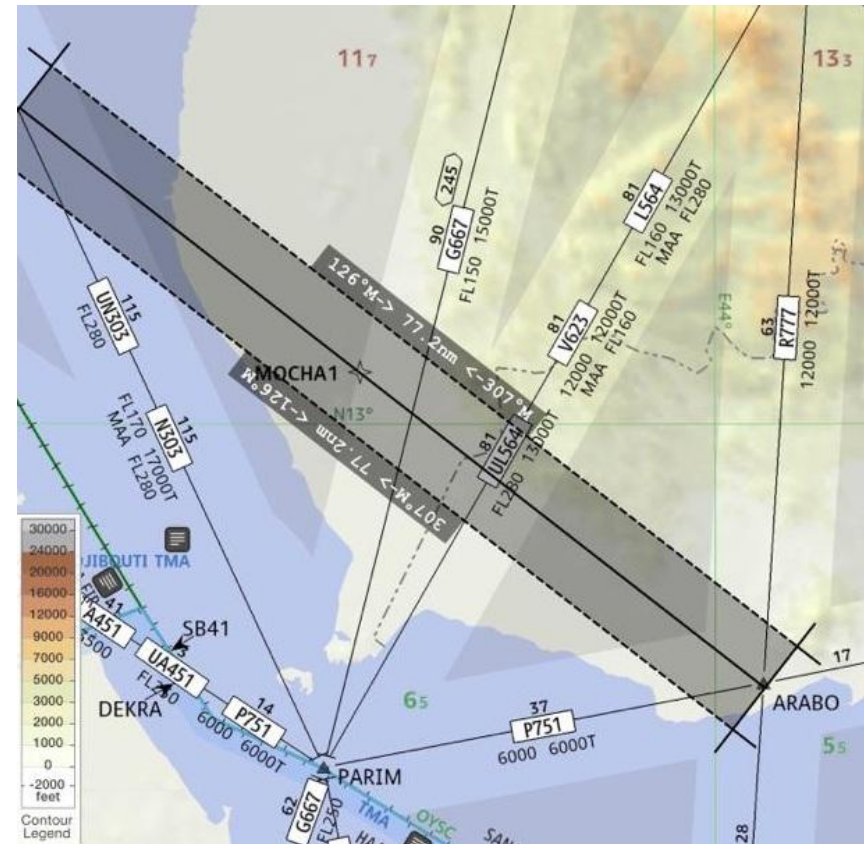


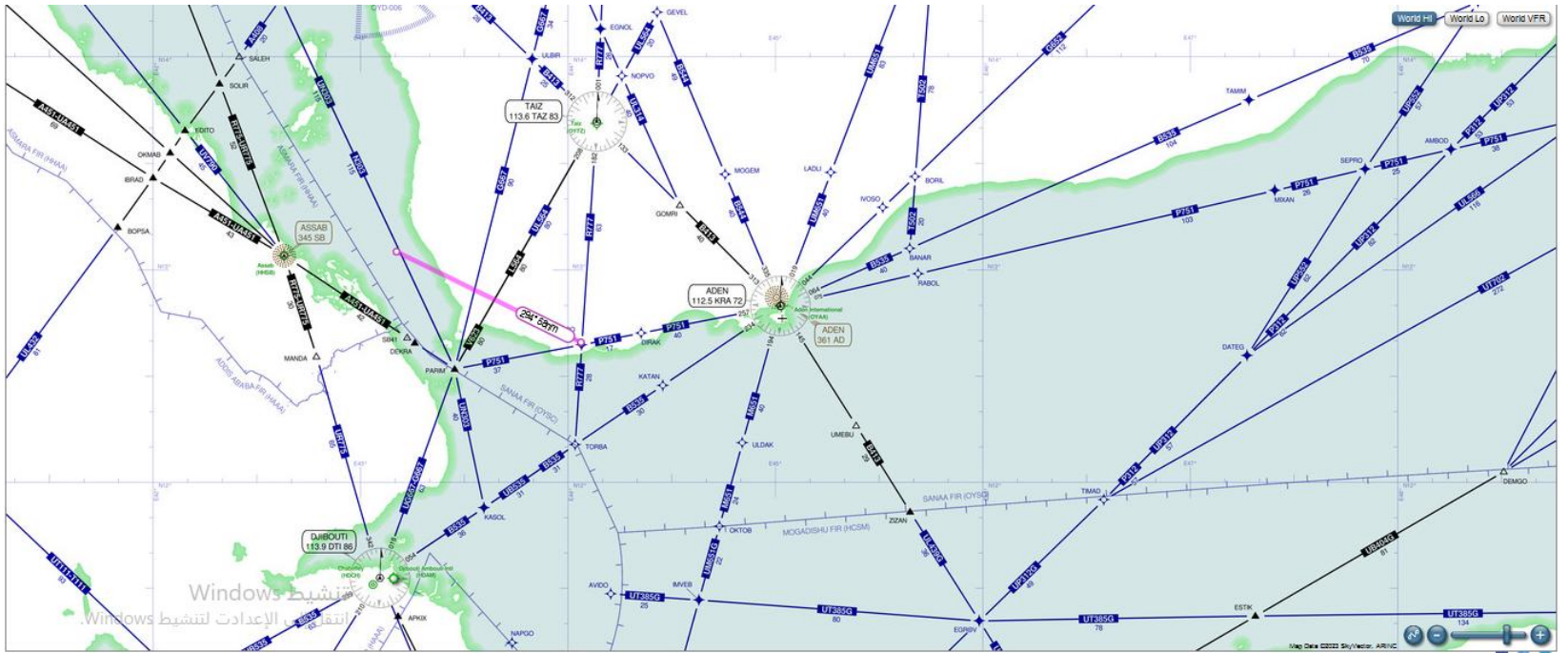
INTERNATIONAL CIVIL AVIATION ORGANIZATION
MIDDLE EAST OFFICE

ESTABLISHMENT OF ARABO-OYMK-N303

To reduce the congestion over PARIM, ATS route was established from ARABO on P751 to OYMK any point close to ORNIS on N303, in process to be published.

Operator inputs were in favor of such routes as its shortcut and avoid PARIM.





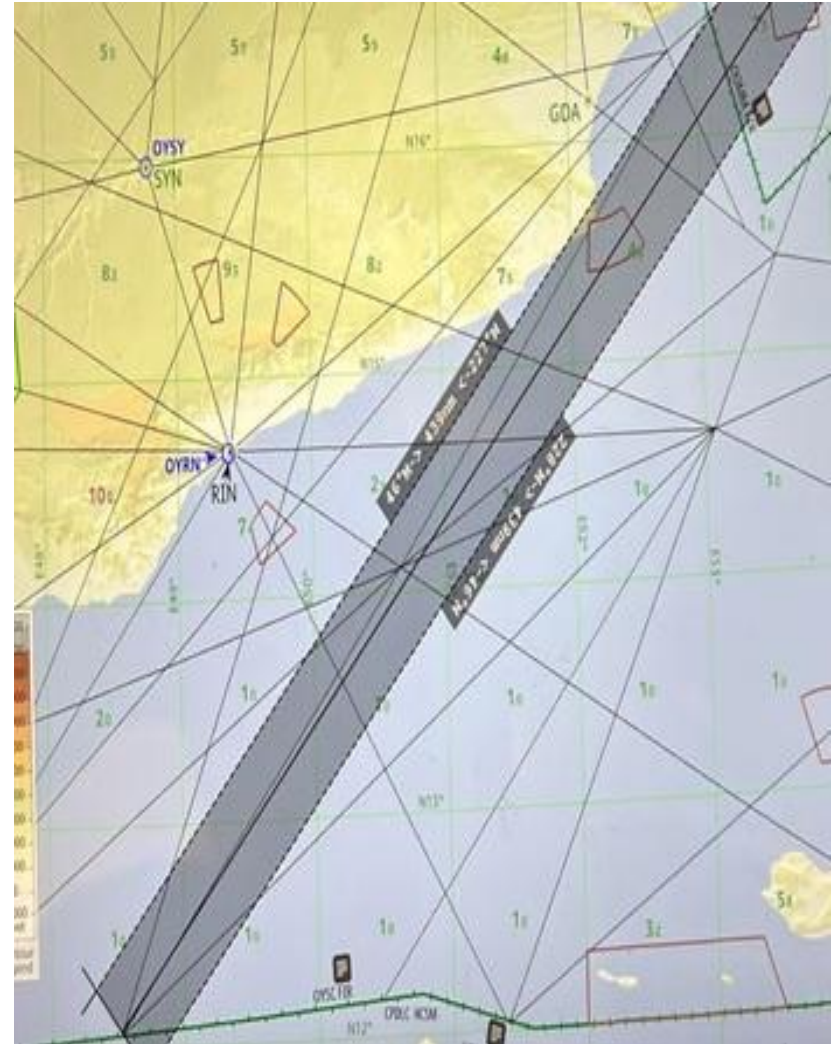
Extension and realignment of B403

The extension and realignment of route B403 from Position BOMIX to a point inside Muscat FIR as agreed with Muscat in order to deconflict/avoid position RIGAM.

The proposal of the establishment of the two routes defined above was nearly welcomed by the presents at the said meeting.

Coordination and inputs from concerned parties is in process in order to finalize this process. The objective is to get technical assistance and support in respect of airspace restructure, particularly realignment, and extension of B403.

If traffic volume increases, the expected new traffic movements, may result in conflict of air traffic, and affect smooth flow of air traffic over RIGAM.





Business Case

The General Department of Air Navigation is keen on the development and provides airports and airspace with the necessary Navigational Aids and Equipment etc. Thus, business case was established.

Civil aviation & Met authority

Air navigation department



**BUSINESS CASE FOR
PROVISION OF AIR
NAVIGATION FACILITIES**

Airports Visits

Field visits are always made to all airports in order to update the ATC personnel and solve any outstanding problems to facilitate the work.



Coordination procedures

Coordination procedures have been established and from time to time updated according to the requirements for safe domestic airport operations, in order to facilitate the flow of air traffic without any hinderances.

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

Republic of Yemen
Civil Aviation & Met. Authority
General Directorate of Air Navigation
Date :
Ref :



الجمهورية اليمنية
الهيئة العامة للطيران المدني والأرصاد
الإدارة العامة للملاحة الجوية
التاريخ :
المرجع :

DRAFT OF COORDINATION PROCEDURES

FOR RIYAN AERODROME

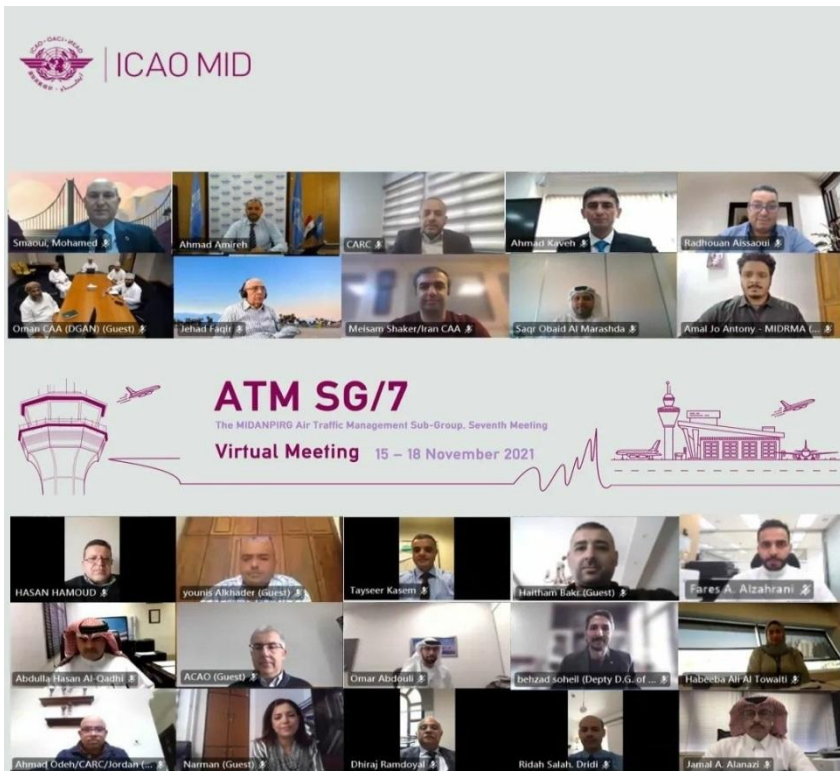
- 1- Flight schedule to/from RIYAN aerodrome shall be passed to the concerned including arrival and departure times so as to have information about traffic prior 24 hours.
- 2- Flight permission doesn't relieve the pilot from coordinating and calling the appropriate ATC unit at sufficient time. (flight permission should not be misinterpreted with coordination.)
- 3- MIL coordinator shall be available at OYRN tower especially at the time of operation to coordinate traffic to/from OYRN.
- 4- OYRN tower shall promptly advised mil coordinator with followings:
 - A- ETA and proposed level of arriving aircraft.
 - B- ETD and proposed level of departing aircraft.
 - C- Any other relevant information.
- 5- MIL coordinator shall, upon receiving information about departing or arriving aircraft, take appropriate action to facilitate SAFE flow of traffic to/from OYRN avoiding any conflict with other traffic.
- 6- All traffic operate within TMA OYRN, shall establish contact with OYRN tower on VHF 118.3 for safe operation at OYRN aerodrome.

Training Courses

- A scheduled Internal training is continuing all over the airports.
- Recently 24 ACC controllers trainees have been successfully completed the ACC procedural course in KSA Academic and Egypt academy.
- 12 trainees are currently attending A/D & APP. Course at KSA academy.



CAMA is keen for Effective participation at Physical and virtual international meetings

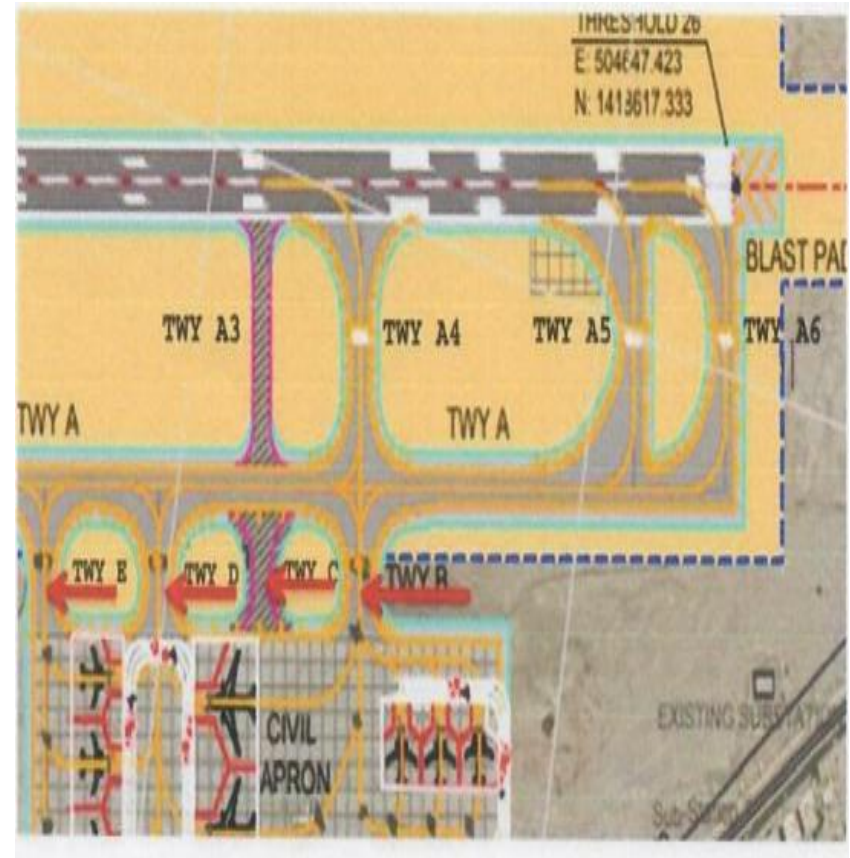


Operation of lighting system from TWR, at Aden Intl. airport



New signs\markings

New signs\markings have been established at Aden Intl. airport, which guide the pilots safely on the movement area.



Documentation



General Directorate of Air Navigation

**ATS EMERGENCY RESPONSE
CHECKLIST**

SOCOTRA INT'L AIRPORT

AIR NAV. has establish and updated relevant documentations including:

- DRAFT SMS manual was established for air navigation.
- Operation manual was established .
- ATS emergency checklist was established for all airports.

