



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Third Meeting (ATM SG/3)  
(Cairo, Egypt, 22 – 25 May 2017)

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**Agenda Item 4: MID Region ATS Routes Network**

**REALIGNMENT & EXTENSION OF ATS ROUTES UB403 & B404  
WITHIN SANAA & MUSCAT FIRs**

*(Presented by Republic of Yemen)*

<p style="text-align: center;"><b>SUMMARY</b></p> <p>This paper presents the necessity of realignment and extension of the ATS routes UB403 &amp; B404 within Sana'a and Muscat FIRs.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;"><b>REFERENCES</b></p> <ul style="list-style-type: none"><li>- AAMA SCM Report</li><li>- Republic of Yemen AIP</li></ul>



**1. INTRODUCTION**

1.1 The meeting may wish to note that the agreed Simplified Routing Scheme and FLAS for Mogadishu FIR by the African Region (AFI) - Asia/Pacific Region (APAC) - Middle East Region (MID) Air Traffic Management (ATM) Special Coordination meeting (AAMA/SCM) held in Mumbai, India, 19-20 January 2017, would affect the air navigation operations within Sana'a and Muscat FIRs. In this respect, the Air Traffic Management Sub-Group (ATM SG) is required to review such consequences and take the proper action on the light of its terms of reference.

**2. DISCUSSIONS**

2.1 In view of the route structure within Sana'a FIR which are affected by the FLAS established for Mogadishu FIR, the following need to be considered:

- a) It is expected that the FLAS will transform that portion of airspace within Sana'a FIR to a transitional area for level change.
- b) In the light of present traffic volume and situations, the affected airspace is so limited which will not permit making level change for the traffic requesting such level change.
- c) The unidirectional of routes UB400/B400 which is assigned as north bound route only will partially block the route UM634 within Sana'a FIR which is extended between way points ANGAL- VEDET (West bound direction will be blocked).

- d) The establishment of FLAS will create more work load on Sana'a ACC to handle the expected new traffic situations and may jeopardize the safety of air navigation and smooth flow of air traffic.
- e) The current & active three ATS routes B400, UB403 & B404 intersected at way point RIGAM (1439 32 N 053 04 14 E), justify the realignment and extension of this routes.

2.2 The objective is to support an implementation of paralleled RNAV ATS routes in the Region, which would enhance the level of safety and supporting the smooth traffic flow in this portion of the airspace.

2.3 Routes UB403 and B404 realignments and extension proposal:

### **Route UB403**

#### ***Proposal (1)***

Realignment of ATS route UB403 within Sana'a FIR and extend it within Muscat FIR as follows:

BOMIX OYSC /HCSM FIR boundary (121000N 050 2800E) direct ODBEN (1237.8N 05056.8E direct to OYSC/OOMM FIR boundary new intersection (xxxxx) 155547.15 N 053 23 40.13 E) then direct to DAXAM 1716.2N 054 47.3 E)  
RNAV 5  
South bound only  
FL 300, FL 340, FL 360, FL 380, FL 400, FL 430 and above.

#### ***Proposal (2)***

Realignment of ATS route UB403 within Sana'a FIR and extend it within Muscat FIR as follow:

BOMIX OYSC /HCSM FIR boundary (121000N 050 2800E) direct ODBEN (1237.8N 05056.8E direct to OYSC/OOMM FIR boundary new intersection (xxxxx) (155547.15 N 053 23 40.13 E) then direct to Salalah (SLL) 1703.0 N 05406.9E  
RNAV 5  
South bound only  
FLAS - FL 300, FL 340, FL 360, FL 380, FL 400, FL 430 and above.

### **Route B404**

Realignment of ATS route B404 within Sana'a FIR and extend it within Muscat FIR as follow:

DEMGO OYSC/HCSM FIR boundary 1203.0 N 048 30.7 E direct ORBAT 1406.6 N 050 39.4E direct to OYSC/OOMM FIR boundary new intersection (xxxxx) (162357.47N 05310 35.1E)\* then direct to LADAR 16 53.4N 05346.9E  
RNAV5  
Bidirectional  
FLAS- FL 300, FL 310, FL 340, FL 360, FL 370, FL 280, FL 400, FL 410, FL 430 and above.

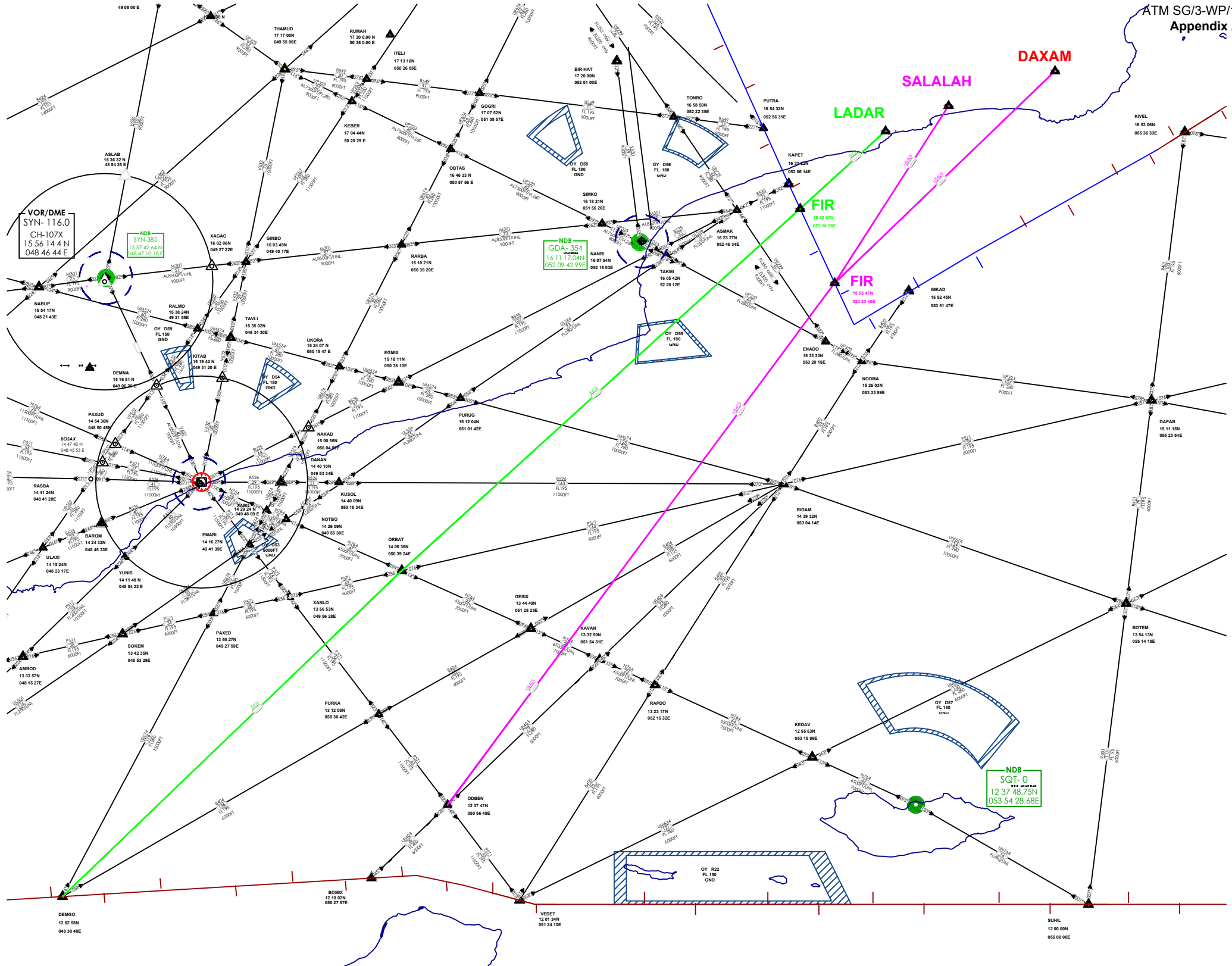
2.4 The above proposals are reflected in the Chart at **Appendix A**.

2.5 The meeting may wish to note that Yemen has already initiated the coordination process with Oman.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to support the above proposal, which will require the amendment of the MID ANP - Table ATM II-MID-1 MID Region ATS Route Network.

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VOR/DME  
SYN-116.0  
CH-107X  
15 56 14.4 N  
048 46 44 E

NDB  
SYN-385  
15 57 42.64 N  
048 47 10.18 E

NDB  
GDA-354  
16 11 17.04 N  
052 07 42.29 E

NDB  
SQT-0  
12 37 48.75 N  
053 54 28.68 E

SALALAH

LADAR

DAXAM

FIR

FIR

DEMOG  
12 02 00 N  
048 30 40 E

BOMEX  
12 19 02 N  
050 27 57 E

VEDET  
12 01 34 N  
051 24 19 E

SUHIL  
12 00 00 N  
055 00 00 E