

ATM SG/8

The MIDANPIRG Air Traffic Management Sub-Group, Eighth Meeting

Amman, Jordan 7 - 10 November 2022



Eighth MIDANPIRG Air Traffic Management Sub-Group Meeting

ATM SG/8

Amman, Jordan, 7 – 10 November 2022



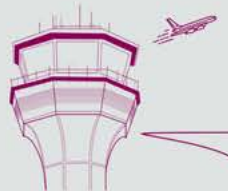
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خدمات الملاحة الجوية السعودية
Saudi Air Navigation Services



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Updates from *Saudi Arabia* on ATM/SAR Implementation

- Airspace and ATM enhancements projects within your State,
- Status of implementation of the approved PfA MID.II.2201-ATM (Updates, new entries),
- Updated status of implementation of the following topics:
 - SMS within the ANSPs (Ref. Annex 19, Para 3.3.2),
 - National Contingency Plan, and relevant Letter of Agreements,
 - Development of National ATFM Plan,
 - OLDI/AIDC,
 - Reduction of longitudinal separation between ACCs,
 - ASBU/Air Navigation Strategy update, reference webpages: [MID Doc 003: Air Navigation Strategy](#) and [ICAO MID Air Navigation Report 2021](#)
 - Status of SAR implementation update,
- Any other subject of the meeting interest.



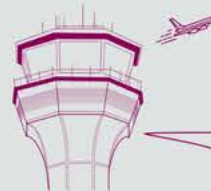
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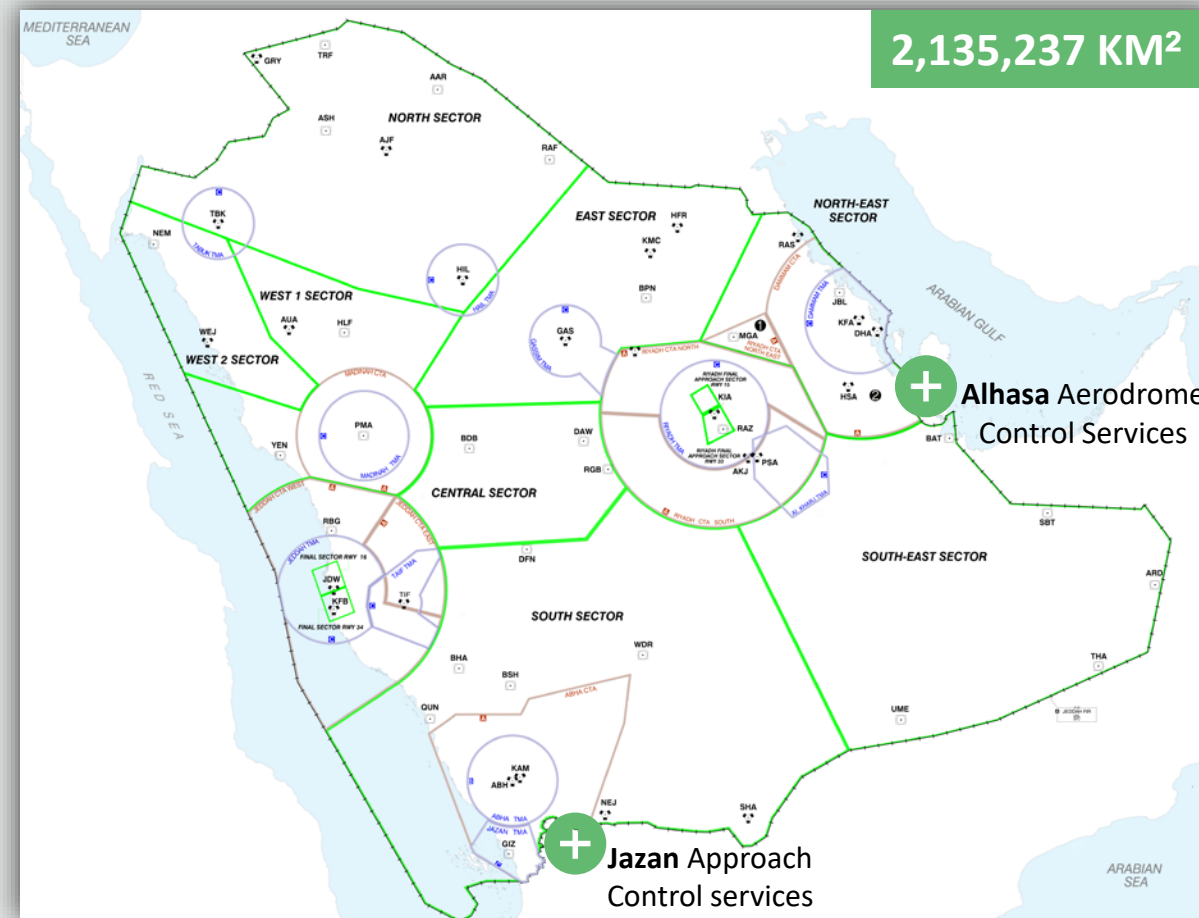
Saudi Airspace Facts

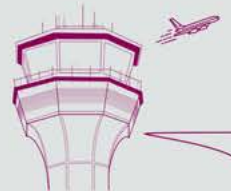
Routes

Route	Domestic	International	
RNAV	43	40	83
Conventional	53	21	74

Airspace Sectors

Sector	#	CWPs
ATZ	4	4
CTR	13	27.5
TMA	10	14
CTA	7	7
ACC	11	11
	45	63.5





Air Navigation Plan (Corrective Action Plan)



Action Plan

Table ATM II-MID-1 MID Region ATS Route Network

Amendments' Requirements			
<ul style="list-style-type: none"> ➤ ICAO designators for Regional ATS Routes. ➤ International meetings with Impacted Adjacent FIRs. 			
S. No.	Name of Activity	Duration (WW)	Requirements
Data Collection Stage			
1	Data Collection and analysis	10	Subject to (ATM SG/7-WP/3, Appendix B, ATS routes need more coordination) Following numbers and ATS routes designators need to be changed, 36 (H732), 37 (H741), 38 (J735), 39 (J749), 40 (J852), 41 (J874), 149 (Q21), 150 (143), 151 (Q212), 152 (Q332), 153 (Q510), 166 (T100), 167 (T136), 168 (T142), 177 (V13), 180 (V975), 186 (Y415), 187 (Y511), 188 (Y517),
2	Initial Airspace Study	6	
Adjacent FIR Coordination Stage			
1	Coordination with Impacted adjacent FIRs	12	Meetings with impacted adjacent FIRs
2	Amendments in Letter of Agreements	6	
Safety Assessment Stage			
1	Conduct of SRA for airspace change	12	
Publication and Implementation Stage			
1	AIP Publication para (AIP ENR3.1, ENR3.3, ...)	8	
2	Cycle	4	
3	Amendments in the (Table ATM II-MID-1 MID Region ATS Route Network)	6	
Post Implementation Stage			
1	Post Implementation Review	4	



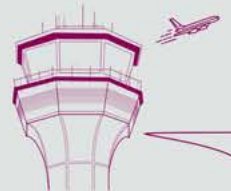
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SMS within the ANSPs (Ref. Annex 19, Para 3.3.2)

SANS is fully complied with annex 19 and has fully implemented SMS in compliance with **DOC 9859** and **ICAO annex 19** applicable requirements (including fatigue risk management (FRMS) framework) as part of ANSP certification and license renewal based on **GACA** regulations.



SANS
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Saudi Air Navigation Services

Safety Management System

Process Management Manual

Safety Management System Manual

SANS-SQE-PMM-02

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Safety Dashboard



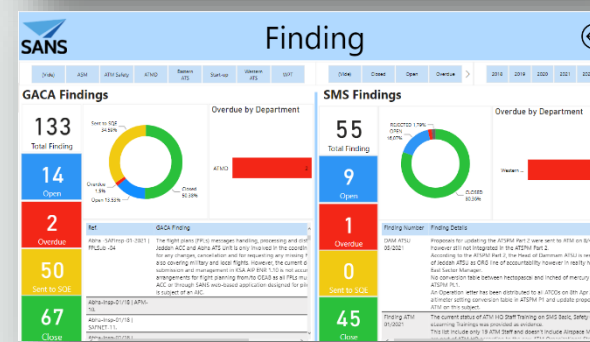
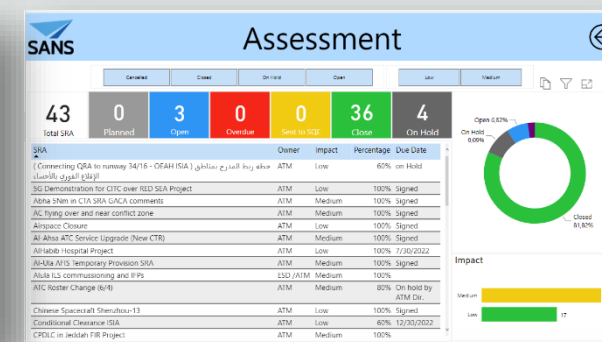
Daily
ATM Dir

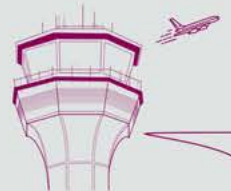


Weekly
Ex. Team



Monthly
BoD

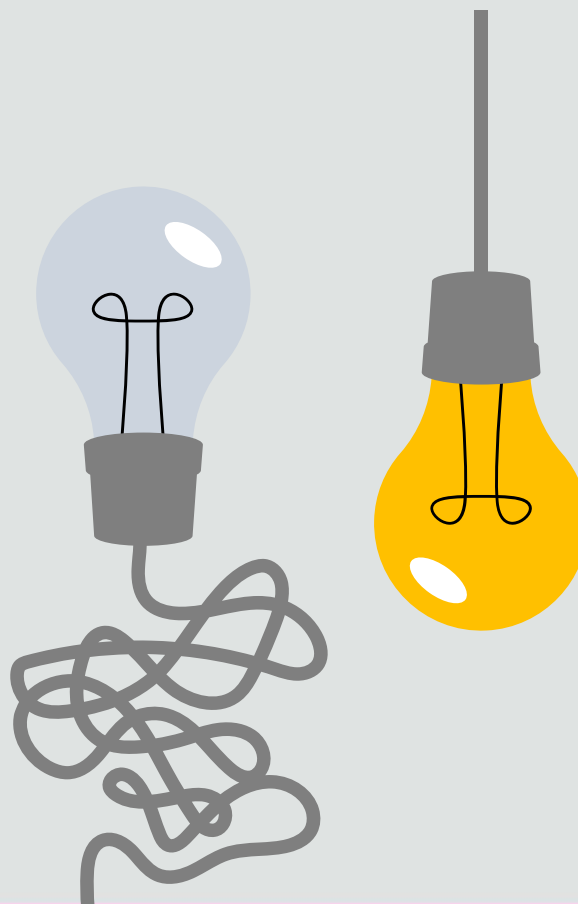




National Contingency Plan

Saudi Arabia has two control centers and they have been established in 2008 out of the strategic vision to ensure air traffic management service continuity .

The ACC centers are designed identical to each other to support each other in case of any failure in one of them.



SANS has conducted contingency exercise between JED and RUH to ensure mitigating any risk in case of any failure in one of the area control centers , the exercise was conducted on two phases.

Phase 1

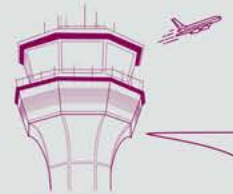
Jeddah take over Riyadh 14th October 2021



Phase 2

Riyadh take over Jeddah 30th May 2022





OLDI (Online Data Interchange)

SANS Plan is to connect OLDI with all adjacent FIRs according to the neighboring country systems reliability.



Bahrain OLDI and radar exchange will be in Q1 2023 / AMHS in operation.



UAE OLDI and radars were connected to Jeddah Simulator , the official exchange will be in Q2 2023 / AMHS in operation.



Oman OLDI and radar exchange will be in Q3 2023 / AMHS is ready waiting for signatures.



Qatar OLDI and radar exchange will be in Q1 2023 / AMHS is ready waiting for signatures..



SAR implementation update

- SMACC organized **awareness and briefing sessions** at Riyadh, Jeddah ACCs, and Dammam approach Centre covered Search and Rescue arrangements with an overview on the ICAO Global Aeronautical Distress and Safety System (**GADSS**) and related provisions.
- Saudi Air Navigation Services (SANS) took the initiative to develop an online **406 MHz distress beacons database to register** the information related to the beacons and their owners/operators.



Jeddah Route Availability Document

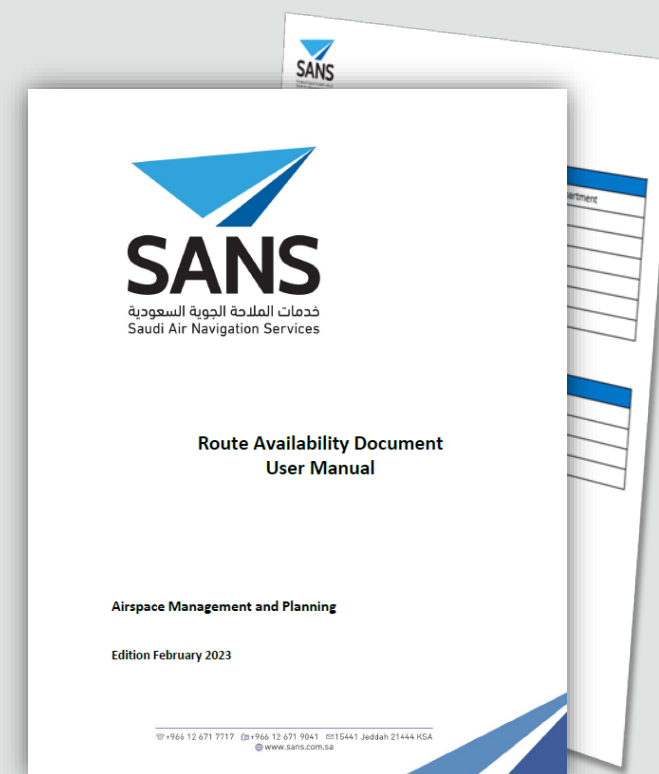
Facilitates flight planning in order to improve Flow and Capacity Management while allowing **airline operator's** flight planning flexibility.

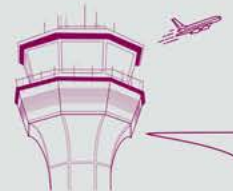
Provide **routing options** by RAD tables with routing restrictions and requirements for the airspace users.

Support to **enhance capacity and reduce complexity** by defining restrictions that prevent disruption through the congested areas.

✈️ Publication Target February 2023 (AIC will be published with full info)

✈️ Jeddah FIR
RAD User Manual





Jeddah Route Availability Document

Jeddah RAD
Contains:

Jeddah FIR RAD
Update Brief

Routes Table

Publication Date	Type of Change			The change		Implementation Date	Note
	New	Delete	Update	Entry Point	Exit Point		
11/11/1111			v	JDW	PASAM	12/12/1122	
Publication date of the changes in RAD tables	Marked the type			Depends on Waypoints not FIRs		Implementation Date of changes in RAD tables	If there are any notes will be written here

FIR/ADEP	FIR/ADES	Entry Point	Routes	Exit Point	Levels	Availability	Remarks	Operational Hours Restrictions
Entry FIR or Departure AD	Exit FIR or Destination AD	Entry waypoint of Jeddah FIR/ Waypoint or Departure VOR	Detail of ATS routes	Exit waypoint of Jeddah FIR/Waypoint or Destination VOR	Availability of levels in planned ATS route	Availability of ATS Routes	Any notes or remarks	Any Restriction on operational hours availability of Routes

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AERONAUTICAL INFORMATION MANAGEMENT
P. O. BOX 929, JEDDAH - 21421

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Series A
xx/21
xx xxx 2021

ISSN 1658/3507

LDN 2135/1428

Route Availability Document (RAD)

1 Purpose

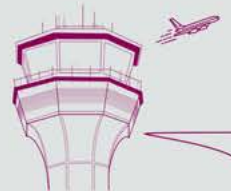
The purpose of this circular is to provide information on application of Route Availability Document (RAD) in Jeddah FIR. The publication of Jeddah FIR Route Availability Document (RAD) in KSA AIP replaces the publication of ATS routes through JEDDAH (OEJD) FIR Special Procedures and Requirements in AIP Supplement.

2 Description of Route Availability Document (RAD)

- The Jeddah FIR Route Availability Document (RAD) is developed to provide information for ATS routes to facilitate flight planning in Jeddah FIR for arrivals, departures, and overflying aircraft.
- This RAD will replace the publication of preferred ATS routes through JEDDAH (OEJD) FIR Special Procedures and Requirements in AIP Supplement.
- Jeddah FIR Route Availability Document (RAD) tables are developed in Microsoft Excel to easy access and user-friendly manner. The link to the Jeddah FIR RAD excel sheet and the RAD user manual will be published in AIP Supplement.
- Changes and updates/amendments of the RAD will be reflected in updated AIP SUP.

3 Contact

- For further information on this AIC, please contact Airspace Management and Planning by E-mail: asm@sans.com.sa.



Riyadh CTA Realignment and Establishment of Final Sectors

Riyadh CTA

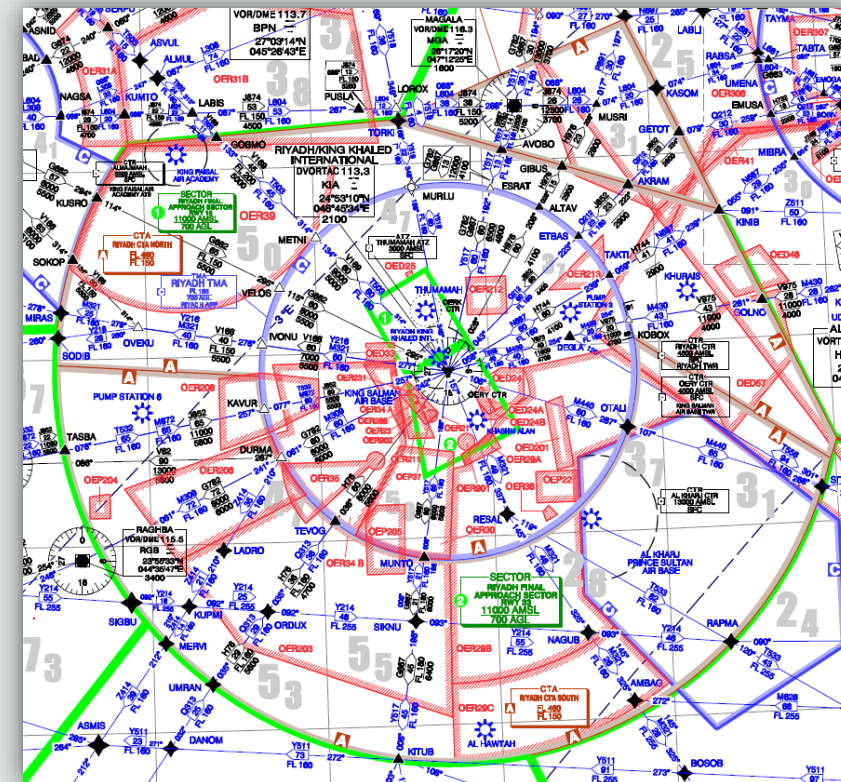
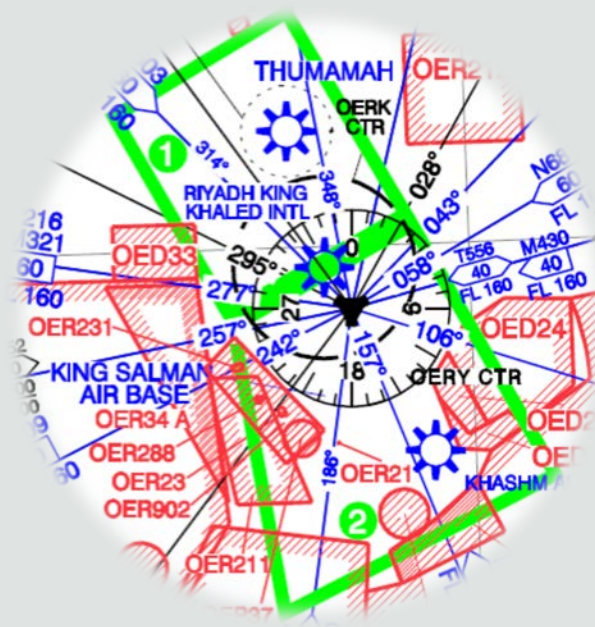
Sectorization of Riyadh CTA into North and South instead of upper and lower

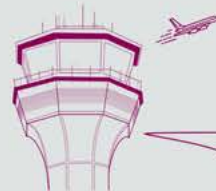
Riyadh TMA

Upper level changed from FL155 to FL195

Riyadh Final Sectors

Final Approach (director) as additional Sectors for runway 15 & 33.





Empty Quarter

CNS Investment

- 3 RADARs
- 2 RCAG

ATS Routes

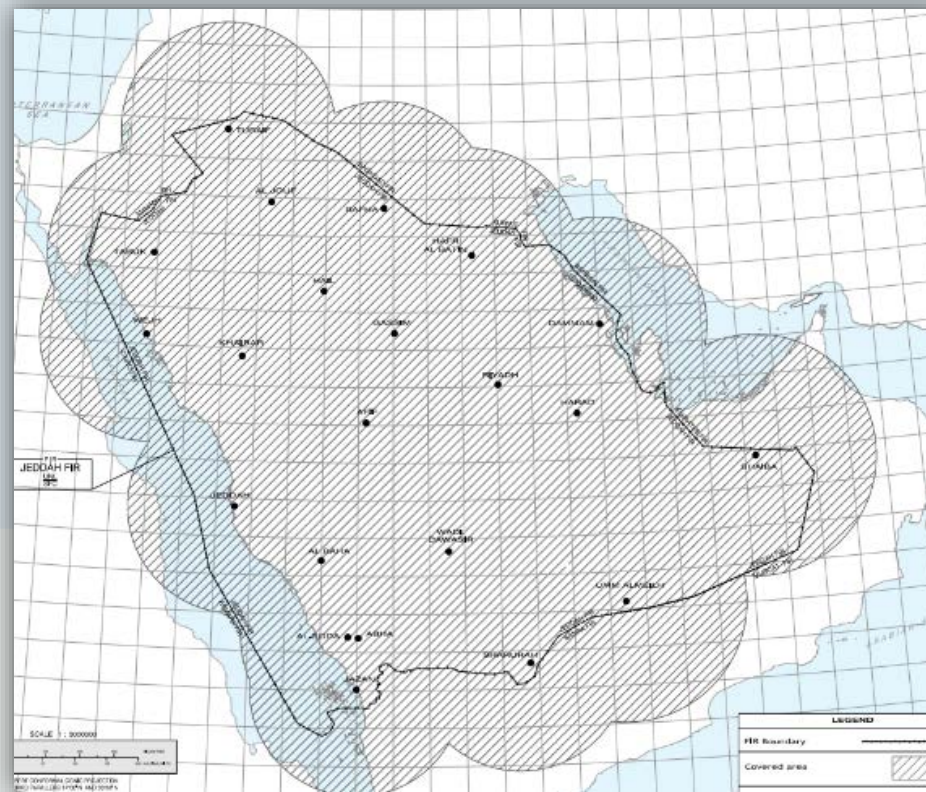
- New Routes
- Realignment

Phase I,
17 May 2017

Phase II,
26 April 2018

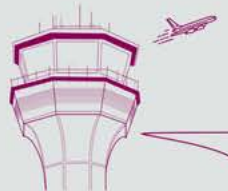
Phase III,
23 March 2022

FLAS



Phase 4,
Q2, 2023

10 NM



Reduction of longitudinal Separation

Application of minimum longitudinal radar separation with following FIRs:



UAE FIR from 30NM to 20NM



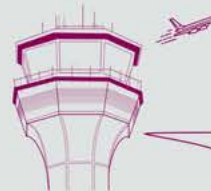
Muscat FIR from 5 Minutes to 20NM



Doha FIR from 10 Minutes to 10NM



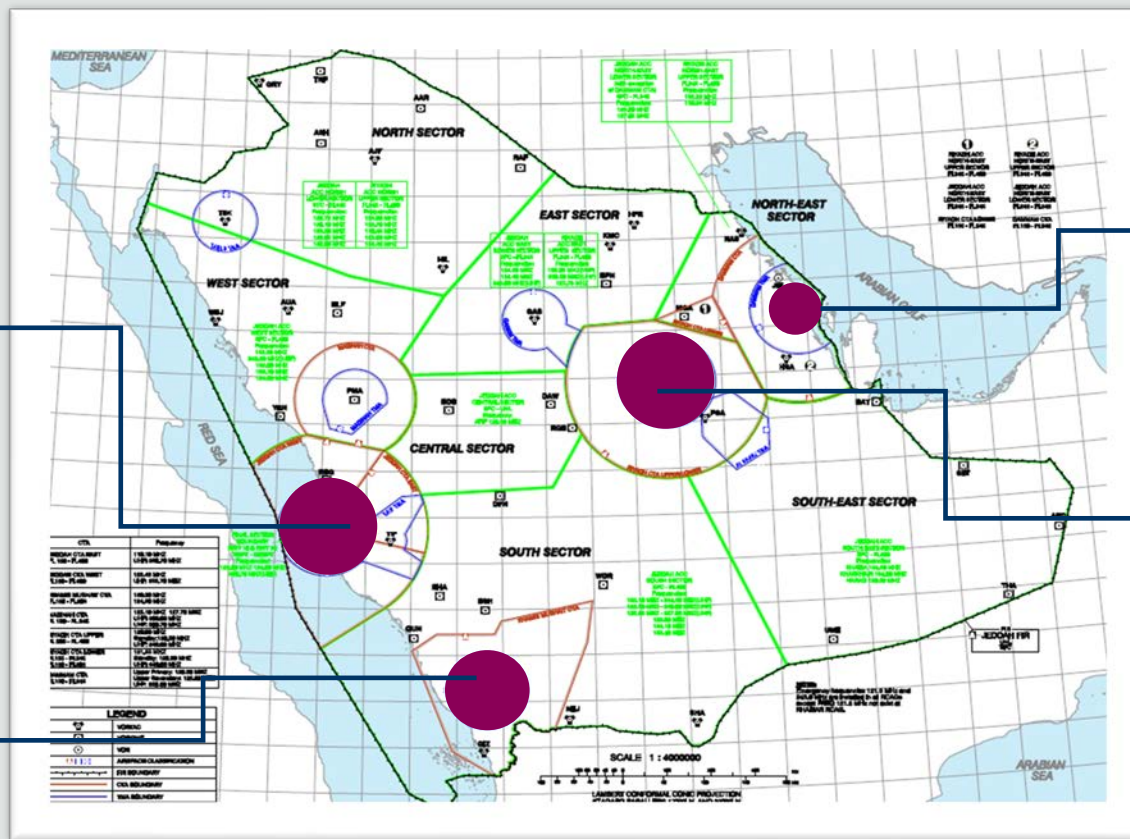
Cairo FIR from 20NM to 15NM



Reduction of longitudinal Separation IN JED FIR

Phase I: CTAs

10 > 5 NM

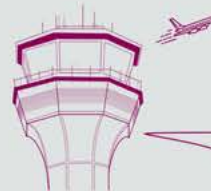


Jeddah CTAs
(Implemented on **09 May 2022**)

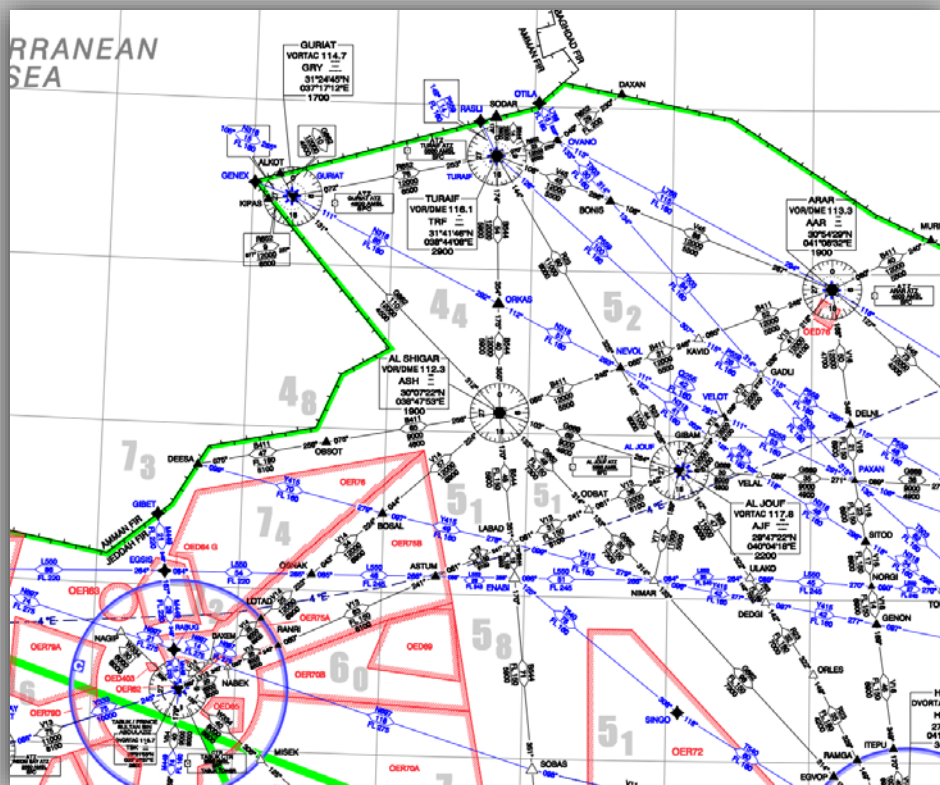
Dammam CTA
(Implemented on **20 MAY 2021**)

Riyadh CTA
(On Progress)

Abha CTA
(Implemented on **26 June 2022**)



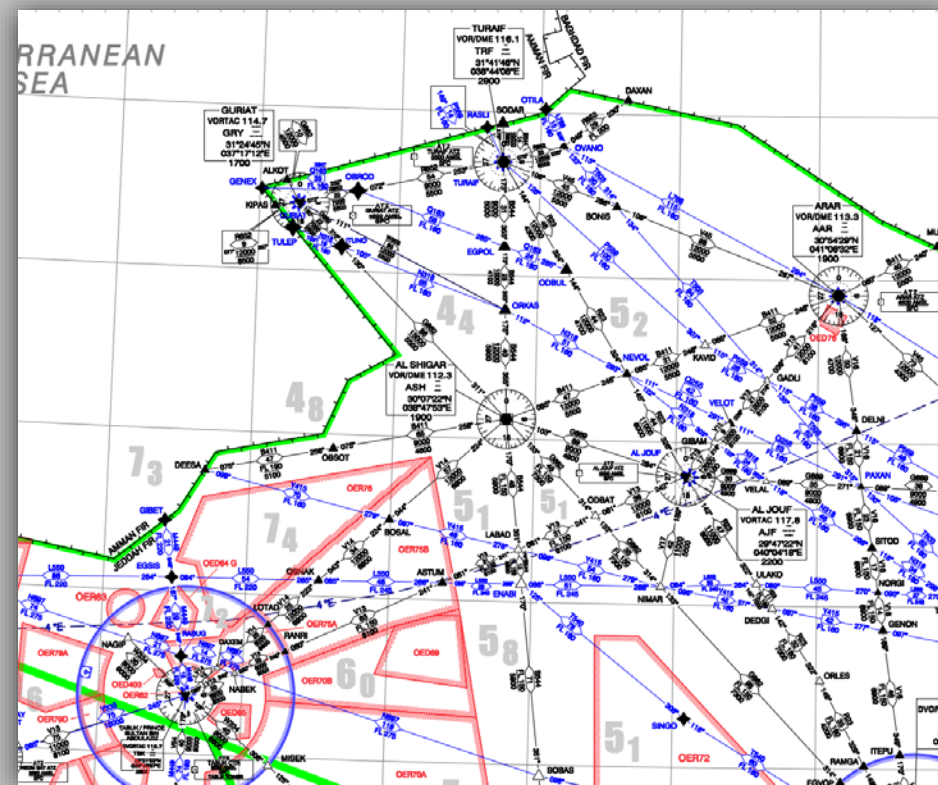
JED-AMMAN FIR Routes

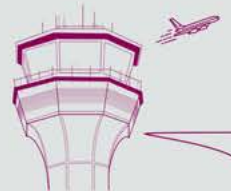


AWY

Establishment and realignment of connected ATS Routes.

Deconflict GRY traffic.





ATFM Plan

Define the **organization structure** in order to establish the ATFM function.

Assess the foundation **requirement** for ATFM function

Assess and declare **ATC sector capacity** for all ACC and APP sectors

Assess and declare **runway acceptance rate** for all controlled aerodromes

Implementation of centralized flight plan management system **IFPS** to support ATFM function

Development of **ATFM Dashboard** to support the function of planning, analyzing, reporting and achieving objectives

ICAO KPIs 1,2,13,14 are measured

Capacity monitoring mechanism developed and implemented

ATFM Regulation
Development

Develop **Operational manual** for ATFM

Enhance **ATFM function** elaboration in ACDM process

ATFM Automation system



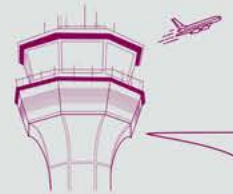
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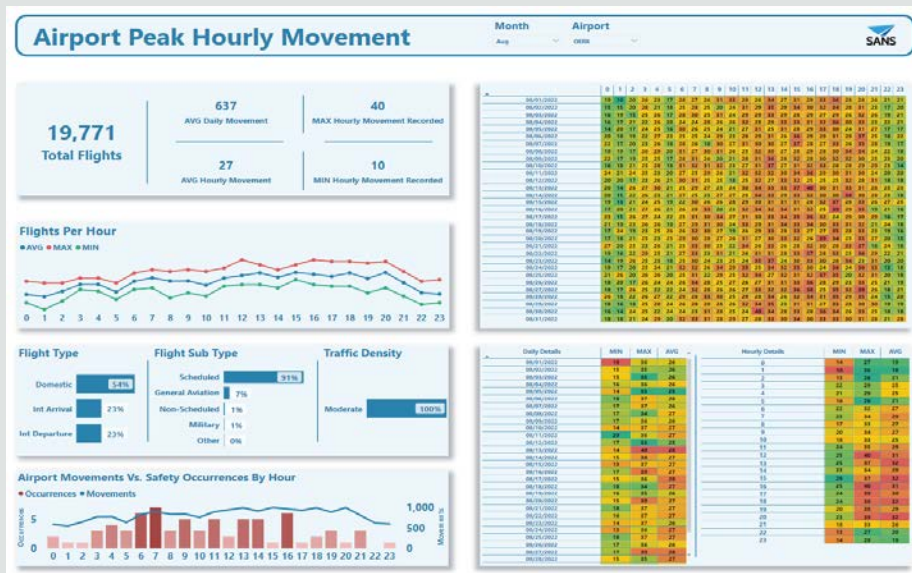
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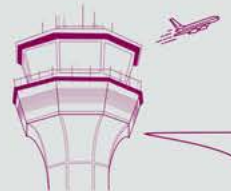
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Statistics Report

SANS ATFM is holding accountability on processing and disseminating statistics reports as per required regulation and operation needs. ATFM section has developed a dashboard to support in balancing traffic demand Vs. capacity monitor workload and optimize airspace utilization.

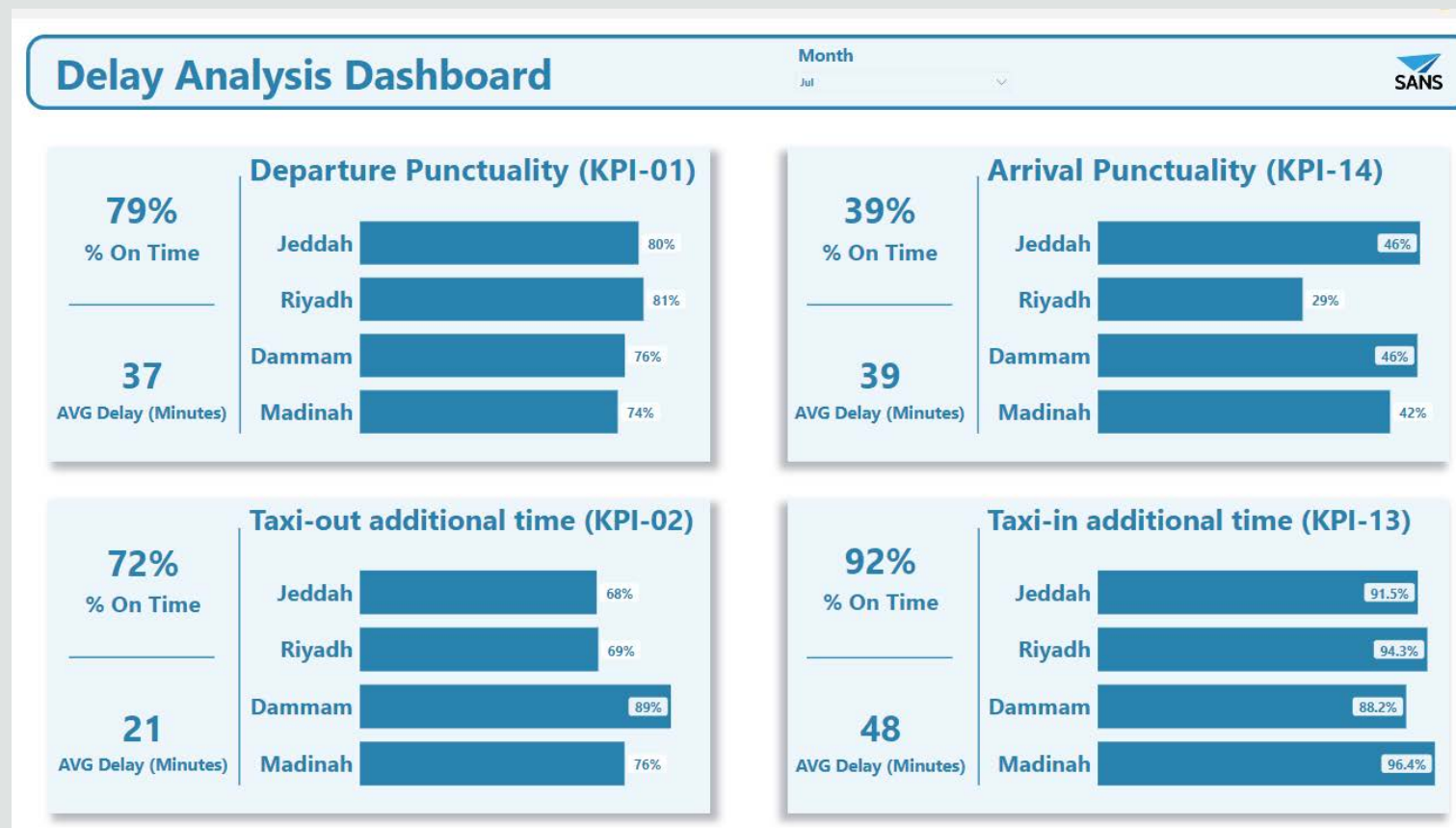




ATFM KPI Measurements & Reporting

ATFM KPIs

- **KPI 01**
percentage for all flight departing the gate on time compared to schedule
- **KPI 02**
measuring the actual taxi-out time compared to the reference taxi-out time
- **KPI 13**
actual taxi-in time compared to the reference taxi-in time
- **KPI 14**
percentage of all arriving flight to the gate on time compared to schedule





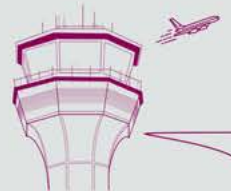
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Airport Peak hours Assessment and Reporting



OERK – Riyadh Peak Hours Analysis's Highlights

Total TFC for October

16,060 Flights

Peak hours

12:00 - 20:00

Movements



Minimum	Average	Peak	Traffic density
7	26	42	71% Moderate 29% Heavy

MANAGING SKIES SECURING LIVES



OEJN – Jeddah Peak Hours Analysis's Highlights

Total TFC for October

16,078 Flights

Peak hours

13:00 - 17:00

Movements



Minimum	Average	Peak	Traffic density
16	26	45	46% Moderate 54% Heavy

MANAGING SKIES SECURING LIVES



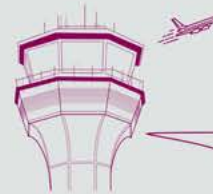
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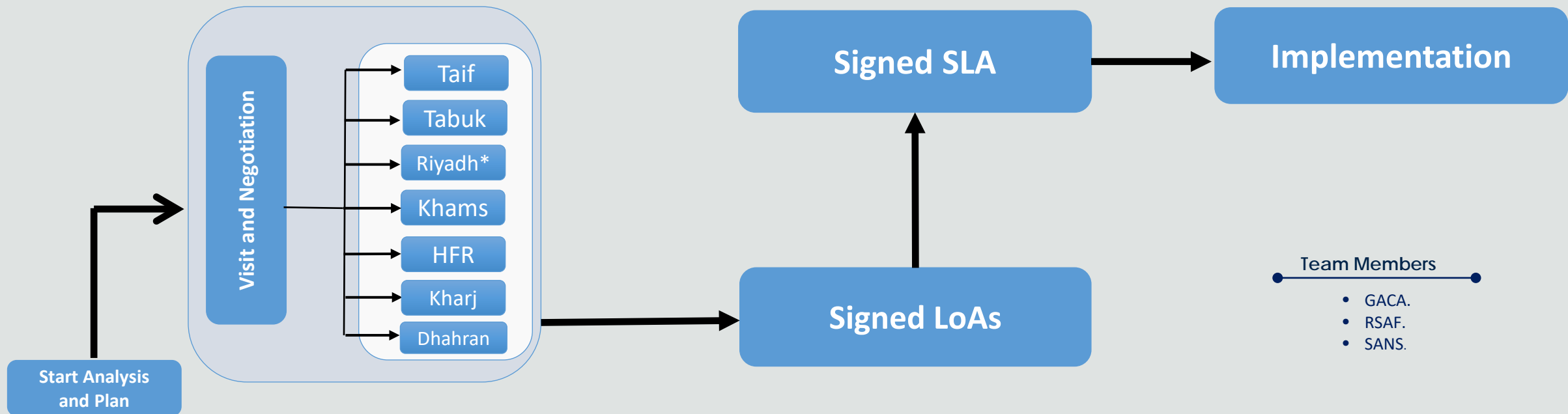
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Civil Military Cooperation - CMC





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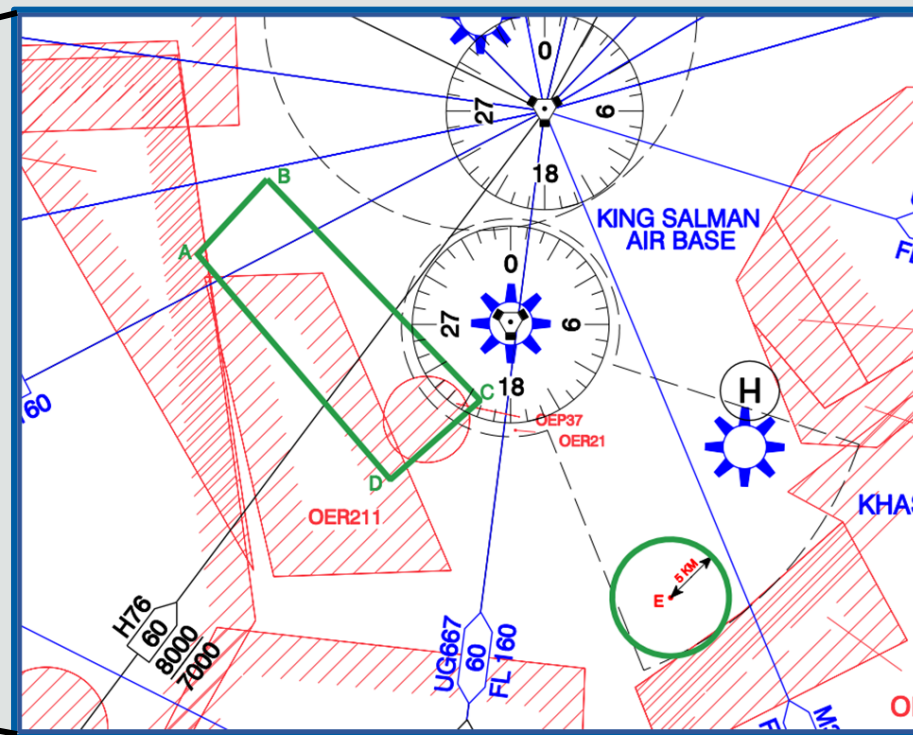
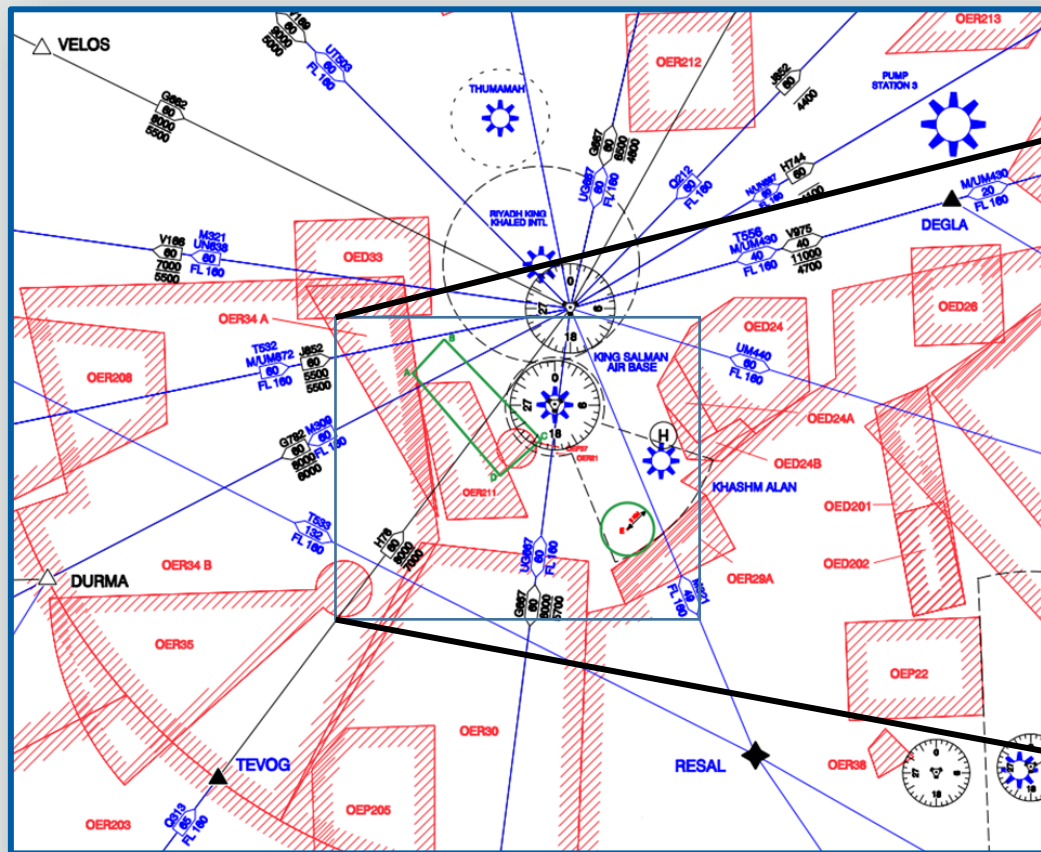
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CMC – OER 901 + OER 902





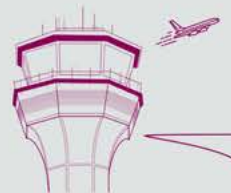
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CMC – OER 901 + OER 902

OERK

- TOTAL: 23
- IMPACT : 14

ILS / VOR	RNAV
9	5

OERY

- TOTAL: 13
- IMPACT : 12

ILS / VOR	RNAV
10	2

OEKA

- TOTAL: 11
- IMPACT : 8

ILS / VOR	RNAV
6	2



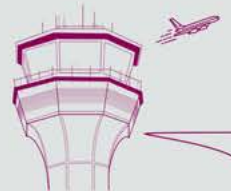
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CMC – OER 901 + OER 902

OER000 OERK Circle of radius 2.7 NM centered on point 243023N 0465105E	FL160 / SFC	Permanent
OER000 OERK Area bounded by lines joining the following points: 244704N 0462741E 245027N 0463120E 243951N 0464147E 243619N 0463705E 244704N 0462741E	FL160 / SFC	Permanent
OER901 OERK Circle of radius 2.7 NM centered on point 243023N 0465105E	5000 FT AMSL / SFC	Permanent
OER902 OERK Area bounded by lines joining the following points: 244704N 0462741E 245027N 0463120E 243951N 0464147E 243619N 0463705E 244704N 0462741E	5000 FT AMSL / SFC	Permanent



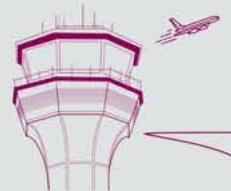
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Civil Military Cooperation History

2018		2019		2020		2021		2022	
OEP61	Realigned	OER79A	Realigned	OED57	Create	OED25	Level change	OED64G	Realignment
OER408	Create	OER79B	Realigned	OER23	Create	OED201/202	Realigned to OED201	OED10	Remove
OER409	Create	OER79C	Realigned	OER231	Create	OED33	Level change	OER36	Remove
OER79	Realigned to OER79A, B, C	OER05	Realigned to OER05A, B	OER288	Create	OED74	Remove	OER87	Remove
		OER70A	Realigned	OER410	Create	OED80	Remove	OER207	Remove
				OER79D	Create	OER305	Remove	OER210	Remove
				OER79F	Create	OER51	Remove	OED26	Remove
						OER31A	create	OER901	Create
						OER31B	create	OER902	Create
						OER31C	create	OER411	Realigned
						OER29	Realigned to OER29A, B, C	OEP209	Create



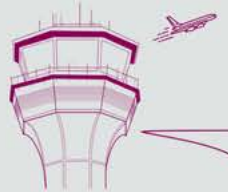
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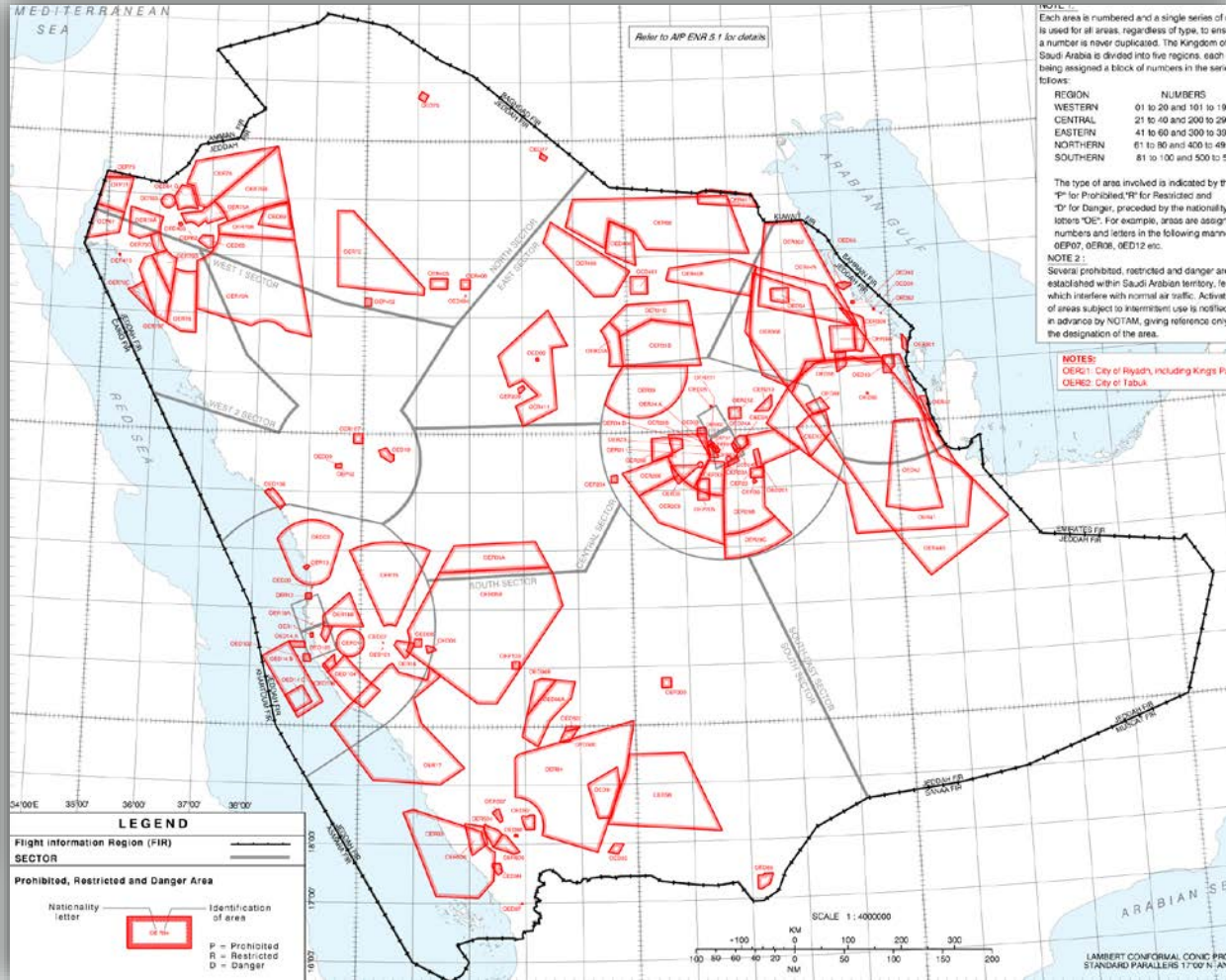
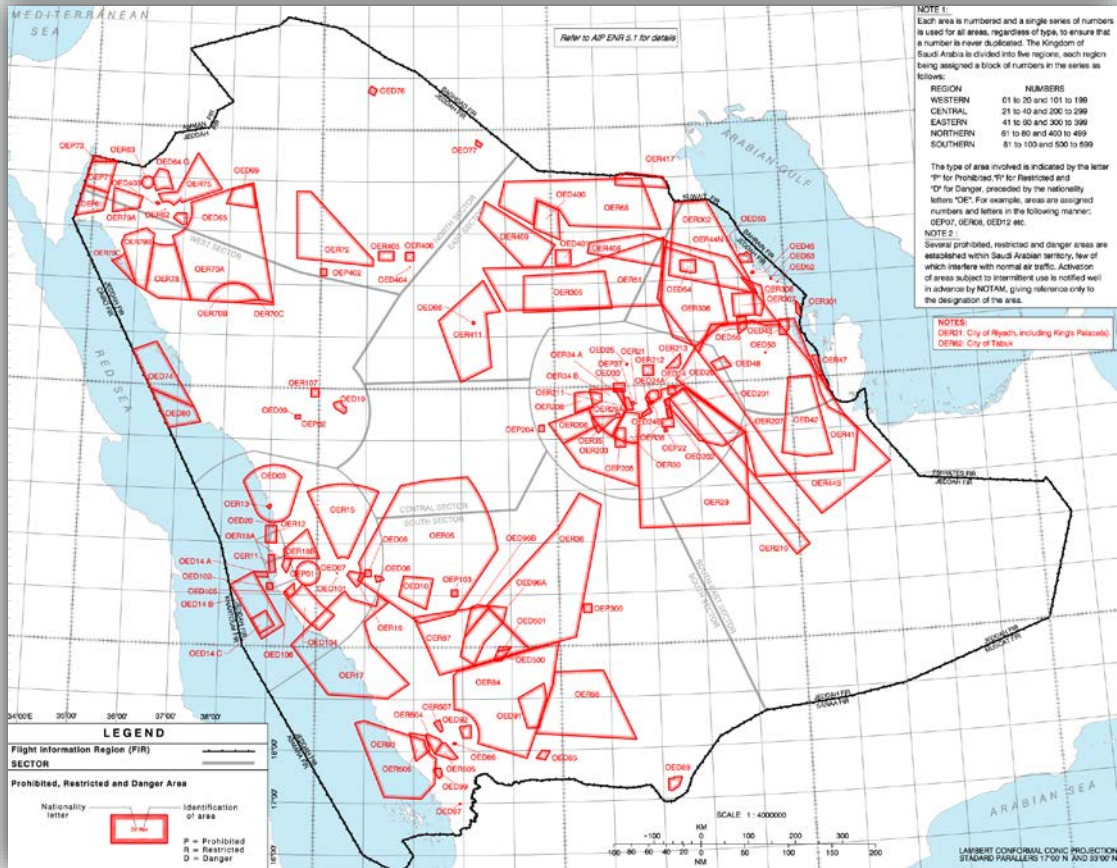
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Amman, Jordan 7 - 10 November 2022



Flexible Use of Airspace





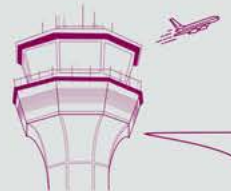
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خدمات الملاحة الجوية السعودية
Saudi Air Navigation Services



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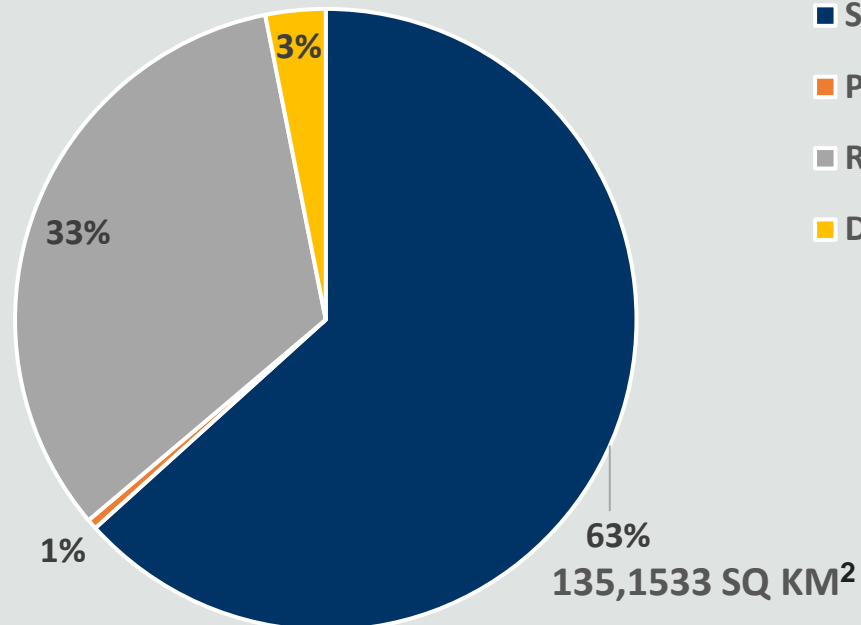
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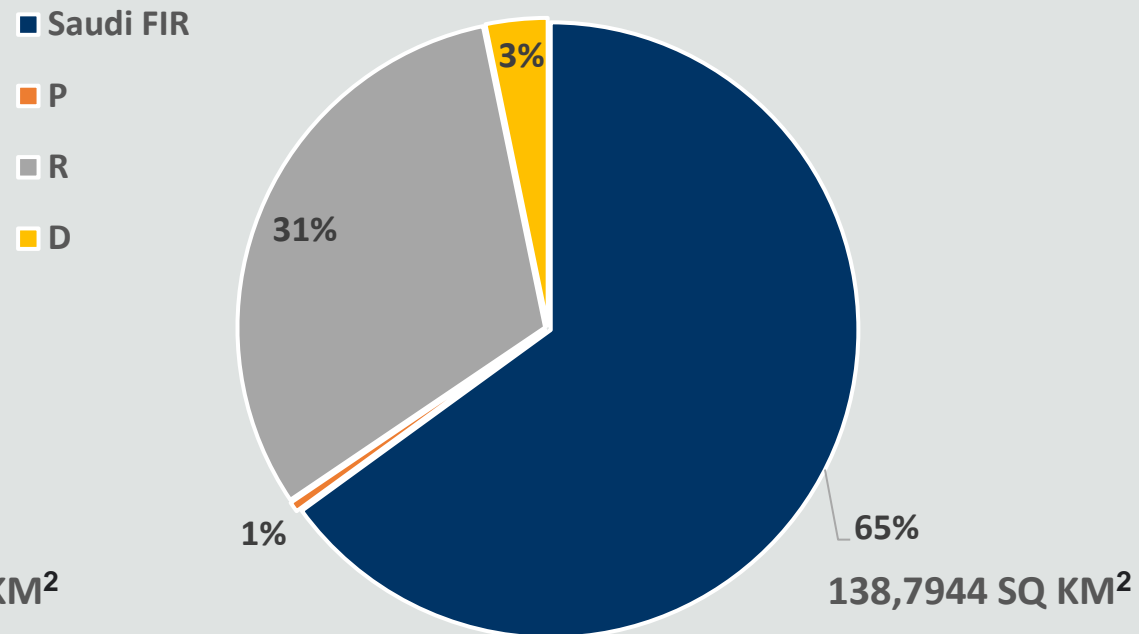


Flexible Use of Airspace

PDR - 2021



PDR - 2022



Name	Lower Limits	Upper Limits	30000	31000	32000	33000	34000	35000	36000	37000	38000	39000	40000	41000	42000	43000	44000	45000	46000	ALT/FL	%	
OED25	1000	4200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9	
OED48	1000	19000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	40	
OED50	1000	2700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	
OED500	1000	46000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	45	100	
OED501	1000	12000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	27	
OED53	1000	3000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	
OED55	1000	5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	
OED56	1000	5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	
OED57	1000	45000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	44	98	
OED65	1000	13000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	29	
OED69	1000	33000	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	71	
OED76	1000	3600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	
OED77	1000	3300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	
OED86	1000	8500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	18	
OED89	1000	46000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	45	100	
OED91	1000	46000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	45	100	
OED96A	1000	46000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	45	100	
OED96B	1000	10000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	22	
OED97	1000	1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
OED99	1000	2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	
OED03	1000	8000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	18	
OED20	1000	5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	
OED52	1000	3000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	
OED64G	1000	19500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	40	
OED403	1000	1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
OEP01	1000	46000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	45	100	
OEP300	1000	46000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	45	100	
OEP37	1000	15000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	31	
OEP402	1000	46000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	45	100	
OEP61	1000	46000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	45	100	
OEP71	1000	24000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	51	
OEP73	1000	46000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	45	100	
OER05A	1000	33000	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	71	
OER05B	1000	46000	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	45	100	
OER11	1000	7000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16	
OER12	1000	5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	
OER13	1000	3000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	
OER17	1000	10000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	22	
PDR			42	39	39	42	37	37	37	37	35	35	35	34	34	34	34	34	33			
%			29.8	27.7	27.7	29.8	26.2	26.2	26.2	26.2	24.8	24.8	24.8	24.1	24.1	24.1	24.1	24.1	24.1	23.4		



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Airspace Reservation Booking Tool

- Collect Airspace reservation Requests (AIM Portal Integration)
- Automated impact analysis of requests against the airspace structure, the other active reservations, NOTAMs
- Pre-fill NOTAM proposals (CRONOS integration)

Remarks

Last Impact Request: 2020-11-18 12:49:33 +01:00
Last Impact Response: 2020-11-18 12:49:48 +01:00

Run evaluation: Impact evaluation submitted successfully

Airspace Status History Schedules Booking Conflicts System Airspace Conflicts

Official/DB Impacts

Show 10 entries

CR Code	Asp. Code	From	To	Lower	Upper	Geometry
8567	TSA DES	2020-10-07 10:00 +00:00	2020-10-07 11:00 +00:00	3000	35000	[Map Icon]

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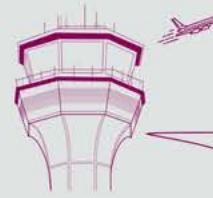
Home Tasks Data Origination Change Request Users delegation Airspace Coordination Reservation Calendar Timeline Report

September 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	1	2	3

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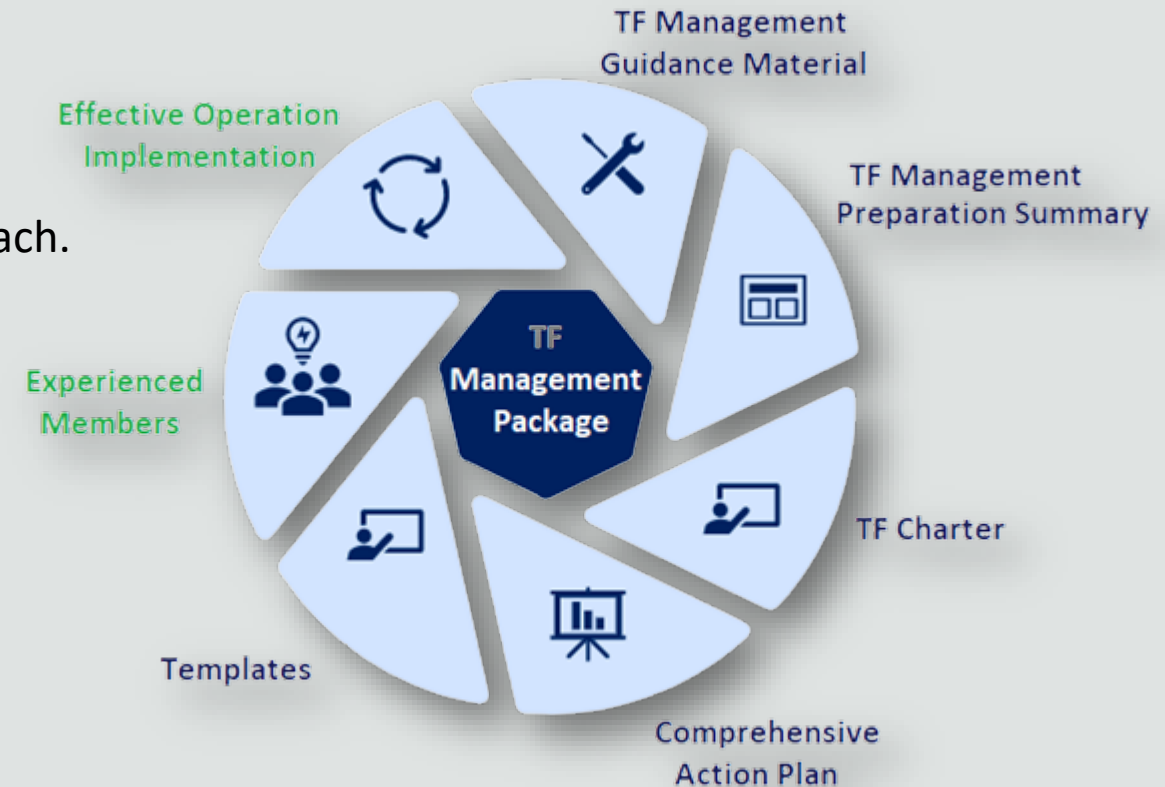
ATM Task forces

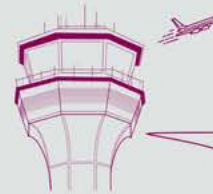
Task Force Objectives.

1. Increase the efficiency of business **processes**.
2. Enhance **decision-making and problem-solving**.
3. Encourage staff **involvement and empowerment** in a new approach.
4. Reduce **defects, waste, and variation** from an existing process.
5. Increase **communication** across ATM departments and Units.
6. Develop **leadership** as an additional opportunity.
7. Improving **quality**.
8. Increase **Customer satisfaction**.

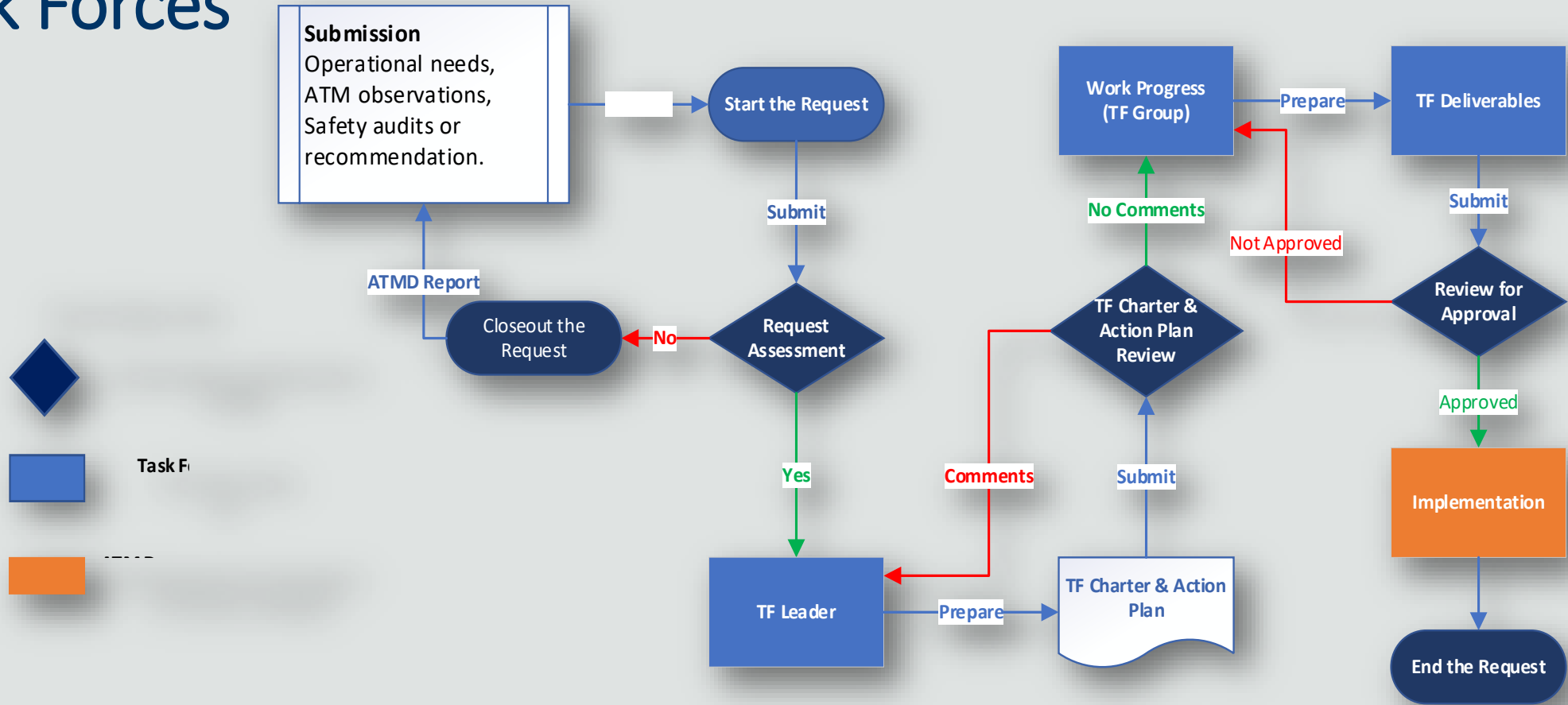
More than **300** ATCOs Join requests

111 ATCOs got involved

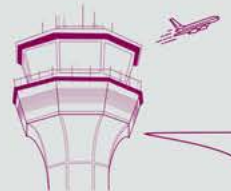




ATM Task Forces

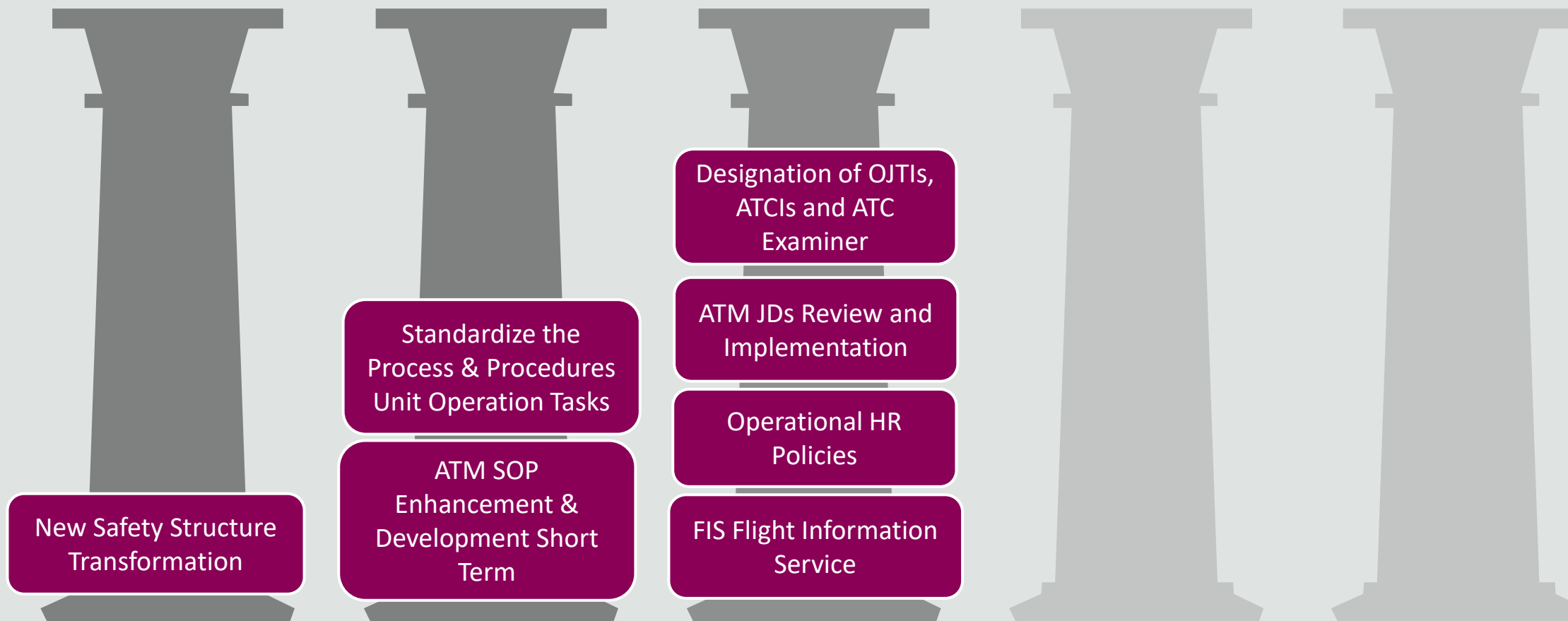


Weekly meeting with ATM Development Manager.
 Monthly meeting with ATM Executive Director.
 Quarterly meeting with Chief Operation Officer.



ATM Task Forces

Completed ATM TF 2021 is Aligned with 3 SANS **Strategic Pillars**





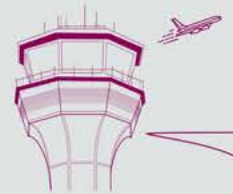
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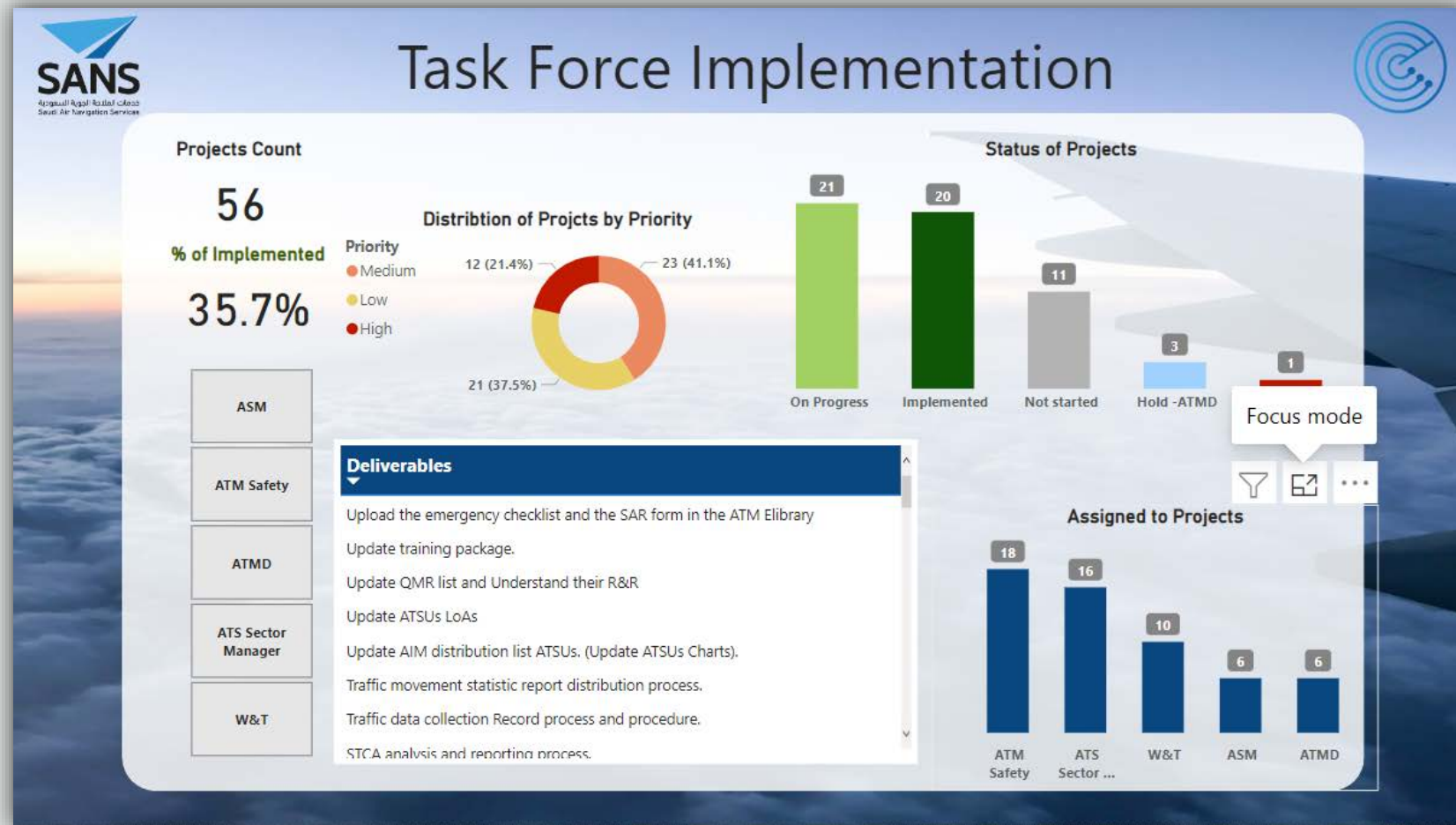
ATM SG/8

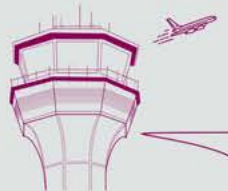
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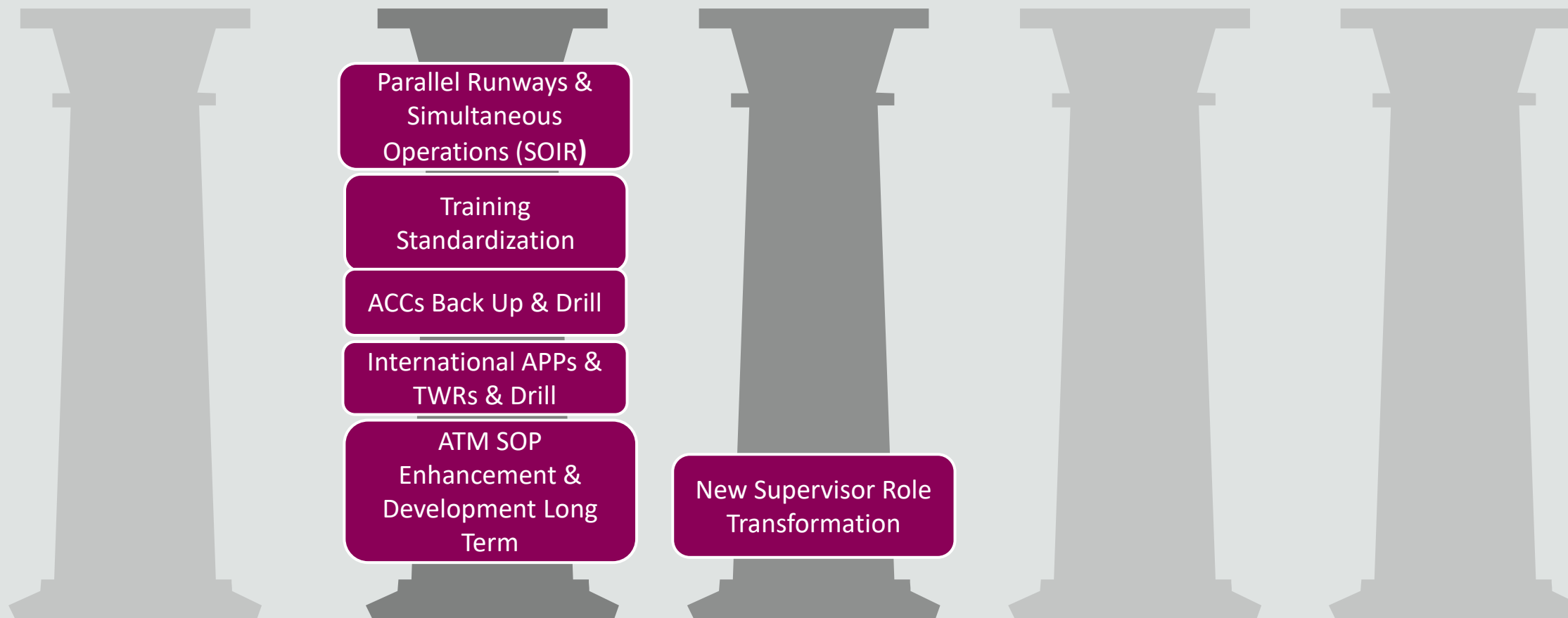
ATM Task Forces

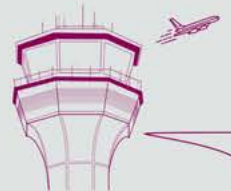




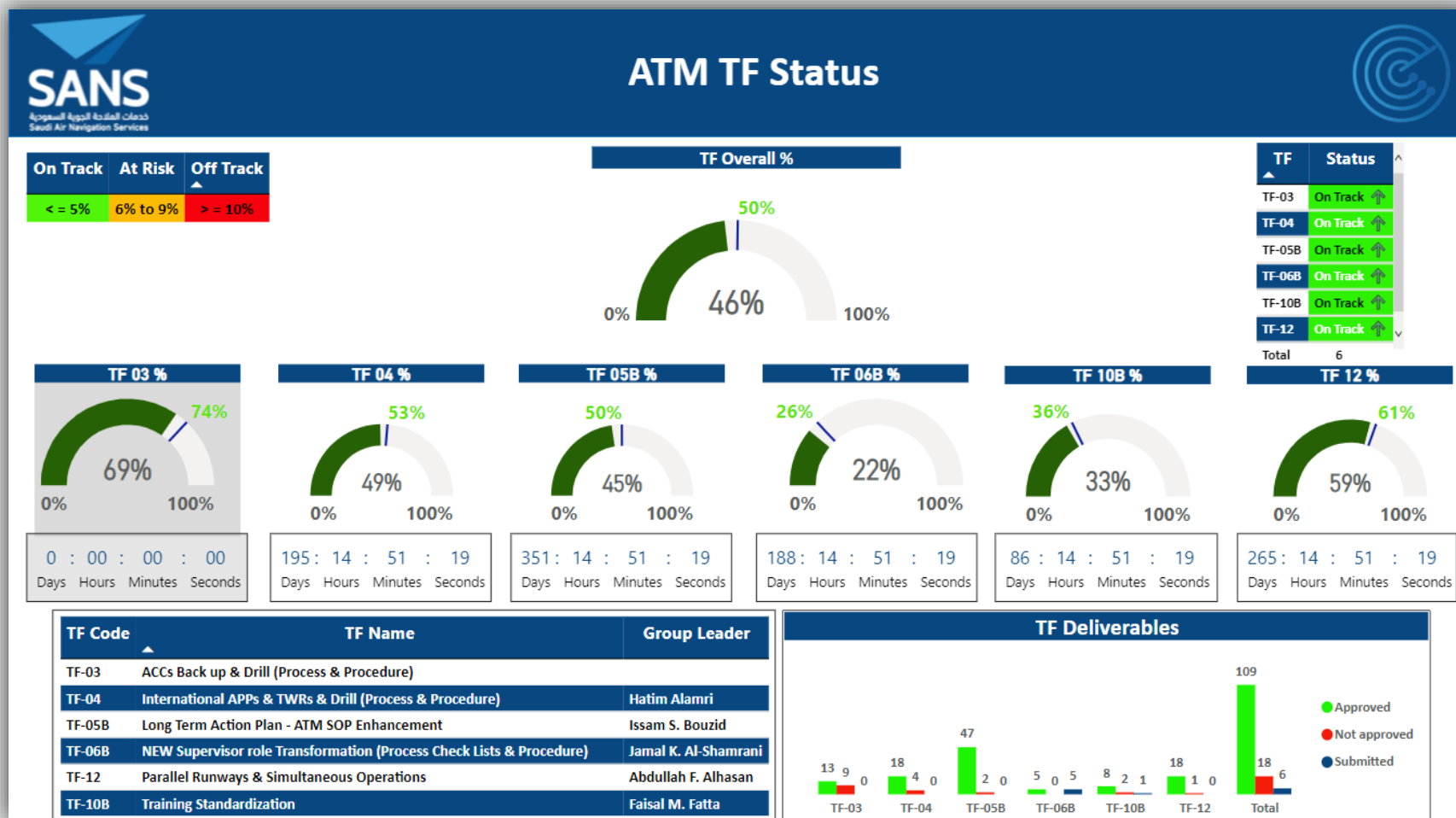
ATM Task Forces

Completed ATM TF 2021 is Aligned with 2 SANS **Strategic Pillars**





ATM Task Forces





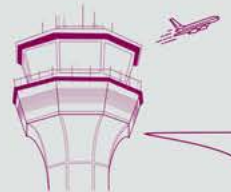
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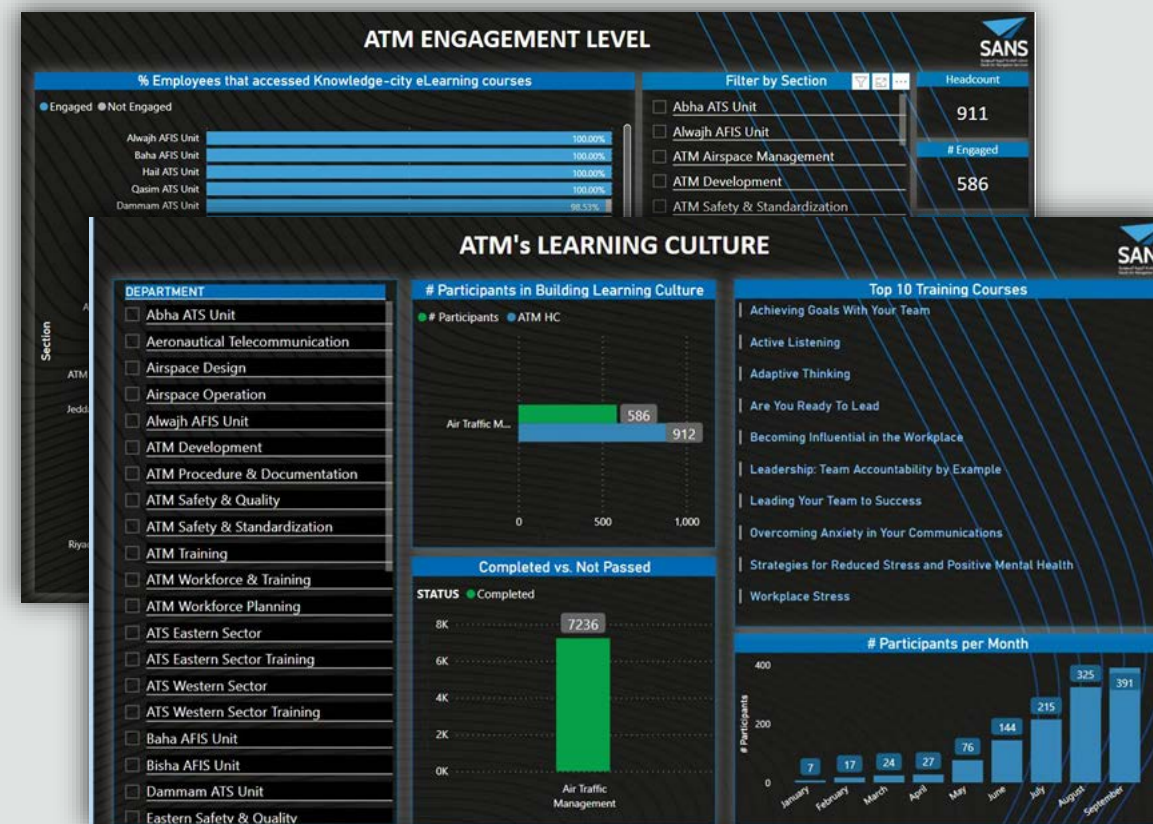
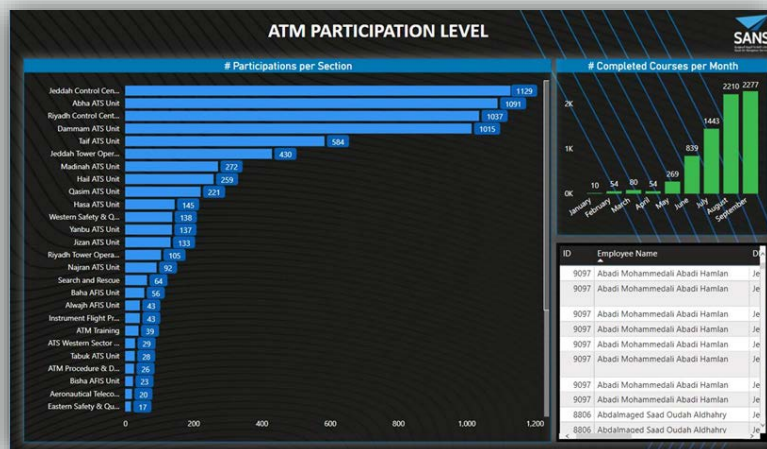
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Knowledge City (E-learning System)

- SANS has launched the e-learning library by Knowledge-City since Q2 2021 with **+800** training programs in different subjects and areas to help SANS employees expand their knowledge in **business, leadership, safety, computer software and financial skills.**
- SANS-ATM has initiated a campaign to participate in the building of learning culture initiative. ATM's employees has completed **+7235** training courses in 10 months with an engagement of **75%** of its staff.





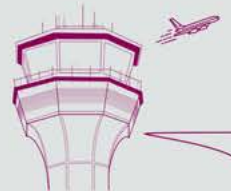
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THANK YOU

