

ATM SG/8

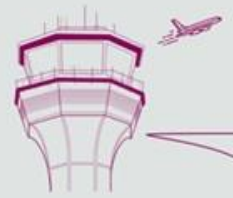
The MIDANPIRG Air Traffic Management Sub-Group, Eighth Meeting

Amman, Jordan 7 - 10 November 2022



Eighth MIDANPIRG Air Traffic Management Sub-Group Meeting/ ATM SG/8

Amman, Jordan, 7 – 10 November 2022



Agenda

1. Follow-up on MIDANPIRG/19 Conclusions and Decisions relevant to ATM/SAR

2. Planning and implementation issues related to

. . ATM/SAR

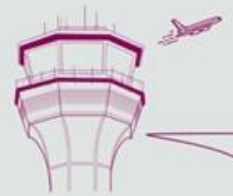
- Updates from MID States on ATM/SAR Implementation
- ATS Route Network, RDWG and ATS Route Catalogue
- Regional Contingency plans
- MID ATFM Plan (MID Doc (014
- FWC2022 progress
- RVSM implementation and monitoring
- Airspace users' perspective
- Other ATM issues (CMC/FUA, MID Doc 004: HLAC, etc).
- SAR Implementation issues

3. MID Air Navigation Priorities and Targets related to ATM/SAR

4. Air Navigation Deficiencies in the ATM/SAR fields

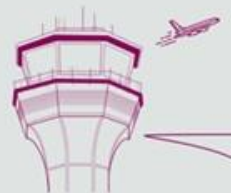
5. Future Work Programme

6. Any other Business



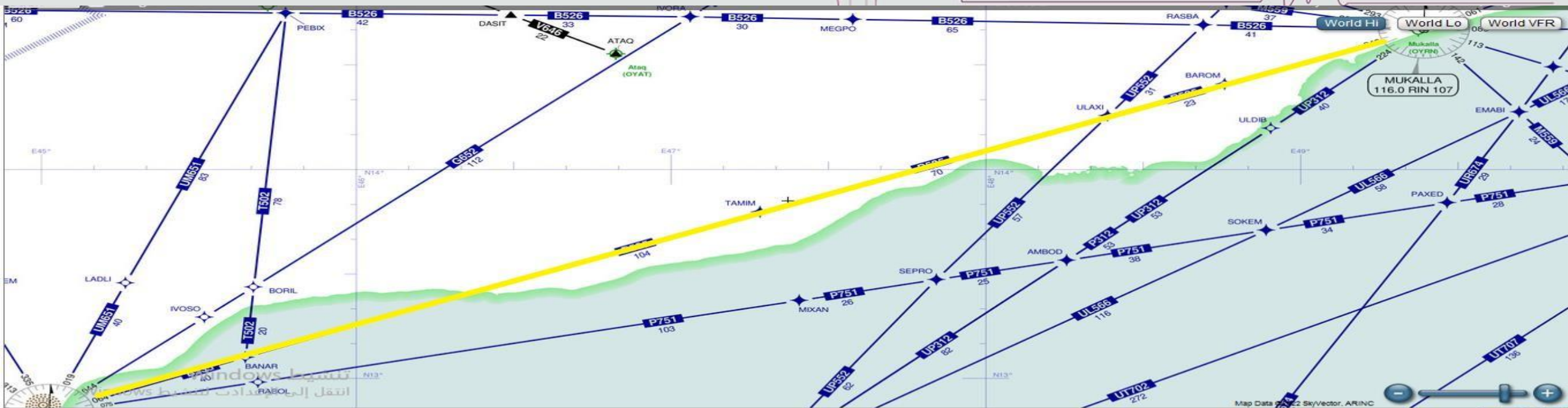
Updates from [*Yemen*] on ATM/SAR Implementation

- **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.**

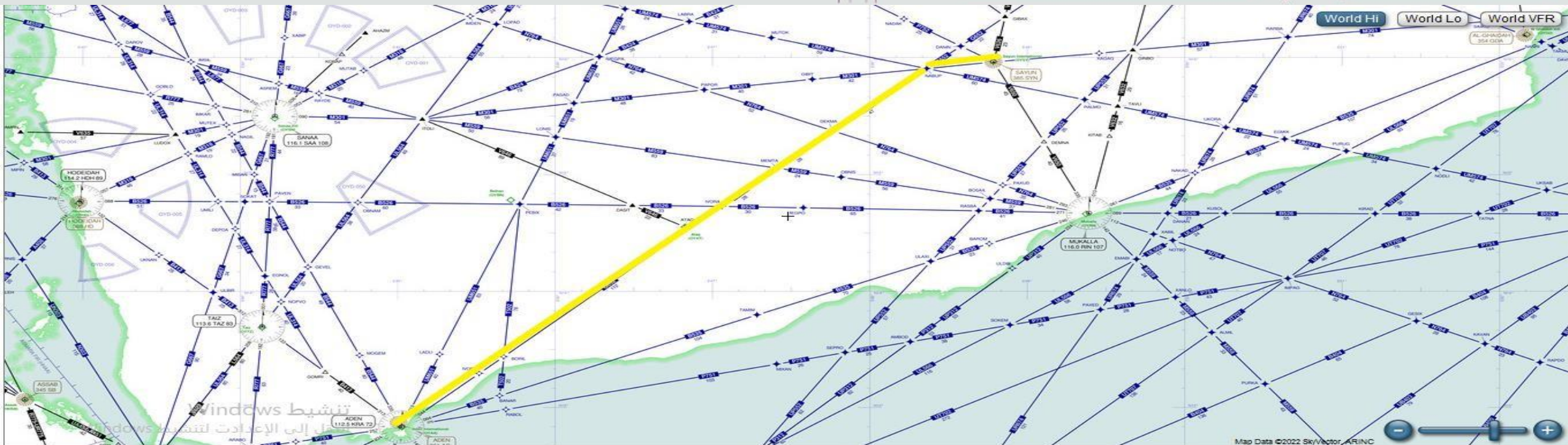


This paper presents information about the reactivation of airways, which enable air traffic to flow safely and efficiently.





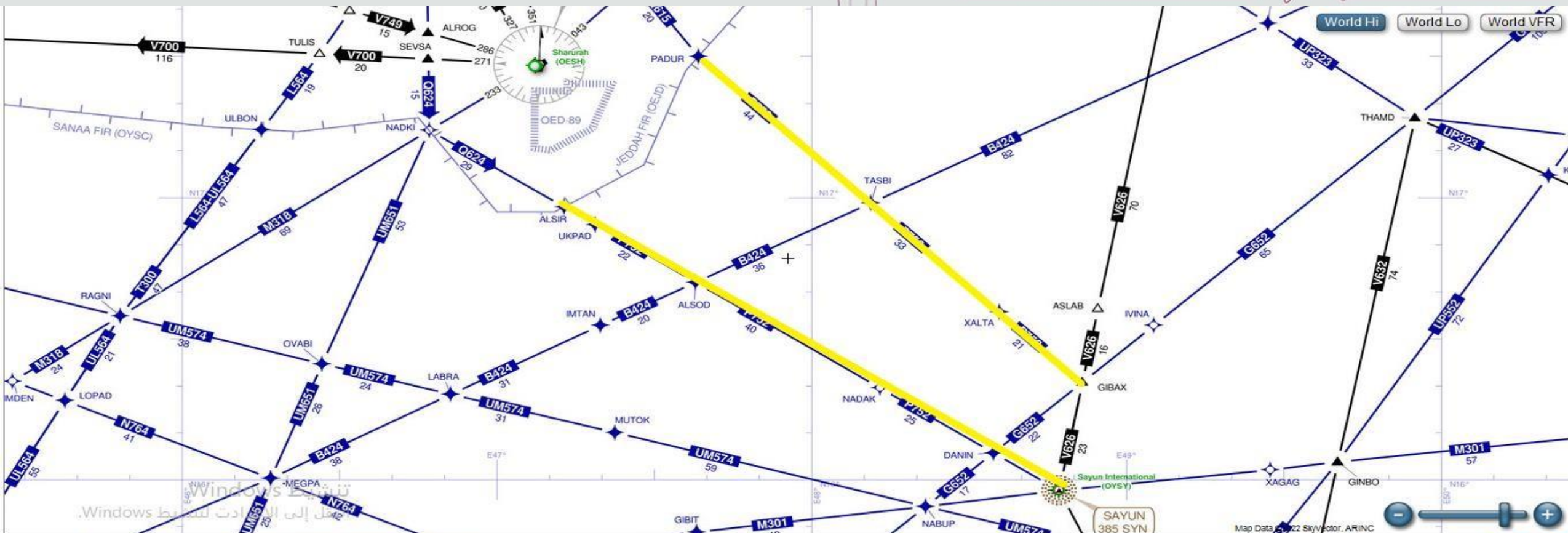
- Airway B535 (EAST) as shown in Yellow in the chart above, have been reactivated, and played a major role in term of making the air traffic flow safely, economically and efficiently .
- It reduces flight time, fuel consumption and creating shortcuts between airports. It directly connects Aden with Ryan Intel. airport.



- Airway G652, which is highlighted in yellow in the above chart, was reactivated and significantly contributed to the safe, cost-effective, and efficient flow of air traffic .
- It shortens the distance between airports and cuts down on fuel consumption. It provides a direct link between Sayun and Aden Intel. airport.



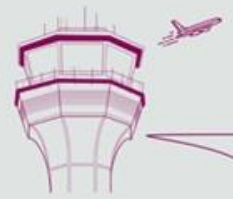
- The reactivation of the U\N303, highlighted in Yellow in chart above, highly facilitate the traffic flow . It connects Parim to the RIBOK position on the red sea.
- It was crucial in ensuring the efficient, safe, and cost-effective flow of air traffic.
- It has a great advantage, it keeps flights within Yemen FIR, (rather than entering Asmarah FIR) eliminating extensive coordination process with adjacent FIRs.



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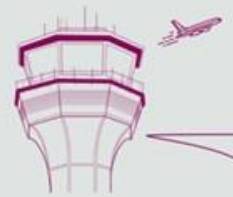
➤ Establishment of , P753/P752 as shown in yellow color in the chart above linking Seiyun with Sharurah, played a major role in creating smooth, safe and efficient flow of air traffic between the two brotherly countries KSA-YEMEN.



Re Activation of Airways

- The reactivation of the abovementioned airways play significant role in making air traffic flow safely and efficiently .
- Almost all traffic operated on P751 (east\west) only .
- Channeling the flow of traffic on these airways is necessary for the provision of air traffic services .

As result of channeling the traffic on different routes, conflicts eleminated.



Re Activation of Airways

In addition, proactive measures have been taken to maintain the safety of air navigation. In order to achieve this goal, follow up and share information as quickly as possible among aviation stakeholder. Thus , under any circumstances , safety cannot be compromised

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THANK YOU

