

OEKF and OER39 Airspace change proposal**Proposed VFR corridor through OER39 and Additional OEKF Training Airspace request**

To enable GAT and civilian Helicopter traffic to transit through OER39 during its normal or notified operating hours, a permanent Class G VFR corridor is proposed. This corridor could provide a more direct route between Riyadh airfields and Gassim. This corridor will remove the current requirement for GAT to transit through the class G airspace to the south of OER39, which is required by KFAA to enable RSAF Pilot and WSO & Navigator cadets to conduct Navigation, Surface Attack, Air to Air and mixed profile training missions.

If this proposed VFR corridor is established through OER39, the official agency representatives (including GAT and Helicopter operators) present at the SANS meeting in Jeddah on 31 May 23 agreed that there would not be any objections to some of this Class G airspace being allocated to KFAA as military training areas (OERs).

All altitudes are AMSL unless otherwise stated.

1. Majma'ah VFR Corridor:

Name: "Majma'ah Corridor"

Location (see map 2):

Point	Centerline Position (DDMMSS):	Description	Altitude limitations	Track limitations	Reporting point
1	KURSO N25° 51'33" E044° 43'28"	KURSO (OER39 v Gassim Stub border)	SFC-5,500ft	2 NM either side of Centerline	Yes
2	N25° 46' E045° 00'	AL GHAT Turn-point	SFC-5,500ft	2 NM either side of Centerline	Yes
3	N25° 46'20" E045° 32'23"	JUWAYY Turn-point	SFC-5,500ft	2 NM either side of Centerline	Yes
4	N25° 33' E045° 55'	THADIQ (OER39 & Riyadh CTR border)	SFC-5,500ft	2 NM either side of Centerline	Yes

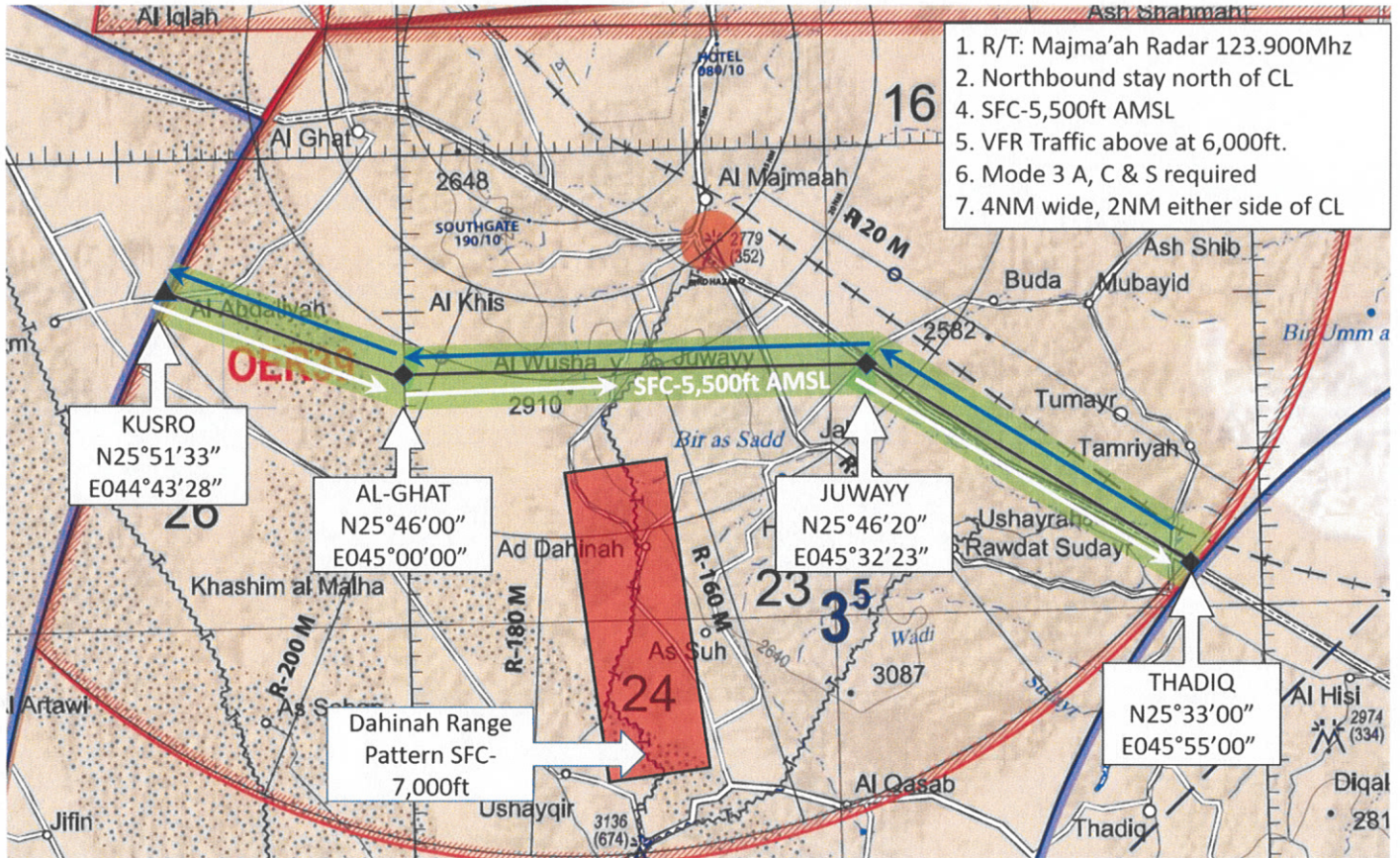
Corridor Procedures:

All aircraft using the corridor when OER39 is active will comply with the following procedures:

1. Make broadcast R/T calls on Majma'ah Radar (123.900 MHz) over all the points within the corridor.
2. Have a serviceable Transponder with mode C or S enabled for conspicuity.
3. Maintain right of the centerline all the time within the corridor.
4. If requested and ATC workload permits, Military Radar at OEKF may provide a FIS.
5. All the traffic using the corridor must remain within the corridor width (4nm) at all times.

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6. In case of bad weather situation, all the traffic shall contact OEKF Radar for alternative route if possible. KFAA Aircraft will maintain a minimum of 6,000ft when crossing the corridor, unless positive clearance is

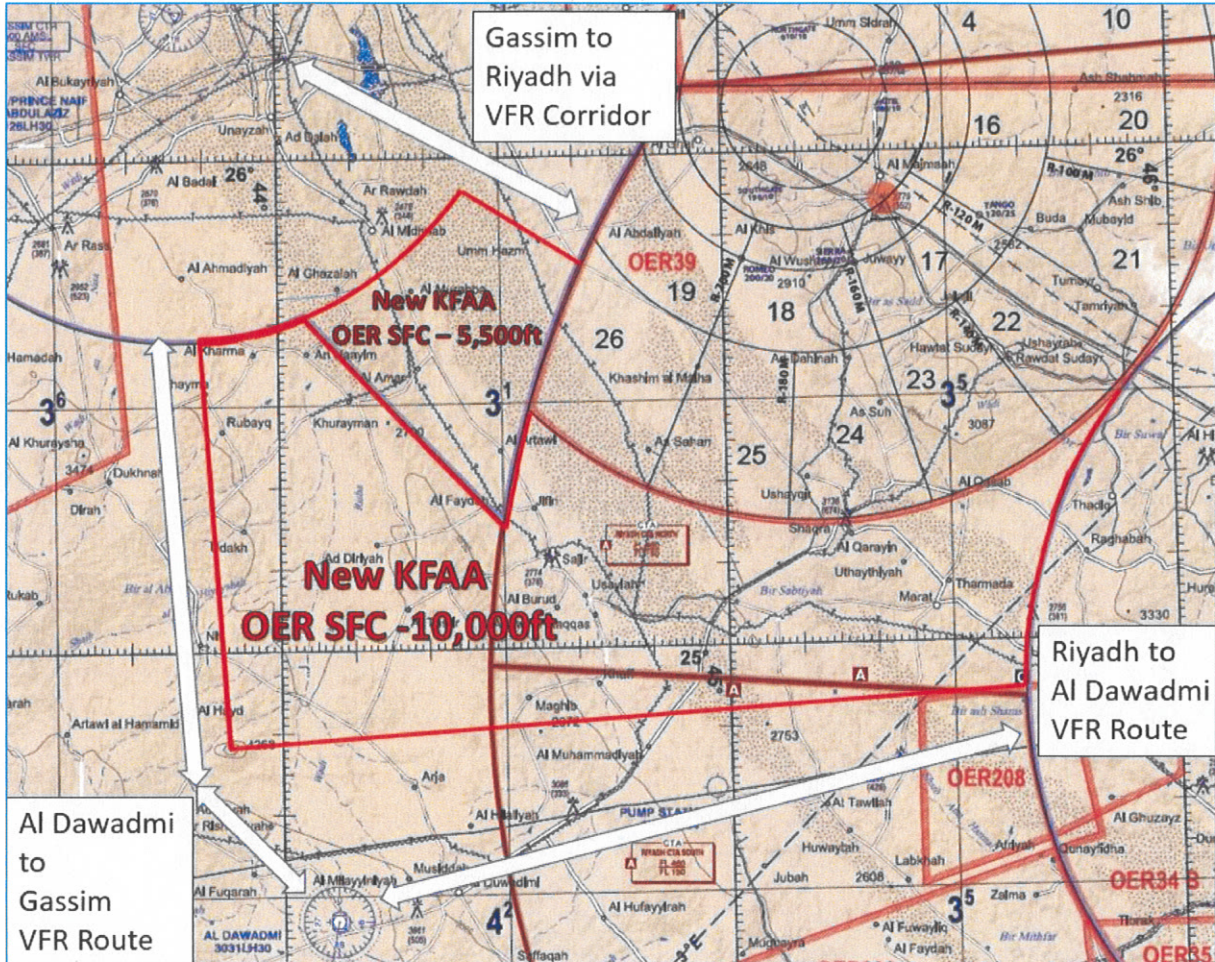


obtained with OEKF Military Radar beforehand.

MAP 1 Proposed VFR Corridor

2. KFAA Additional Airspace Requirement:

- a) Following concessions by KFAA for this VFR corridor, 2 x additional KFAA airspace allocations are required:
 - 1. A new OER (1st) is requested from SFC to 10,000ft, with an origin of the Riyadh TMA/OER39 border overhead the Riyadh-Gassim highway then as detailed in the tables shown.
 - 2. The second area (2nd) is requested from SFC to 5,500ft below the southern part of the Gassim TMA.
- b) These 2 new areas will share the same operating times and weekdays as OER31 (A-C) & OER39 to enable RSAF Pilot and WSO & Navigator cadets to conduct Navigation, Surface Attack, Air to Air and mixed profile training missions.



MAP 2 Proposed additional OER airspace for KFAA and other GAT transit routes

1st Area request:

Point	Approximate Position (DDMMSS.SS)	Description	Altitude	Remarks
1	N25° 33' E045° 55'	THADIQ (OER39 & Riyadh CTR border)	SFC-10,000ft	Bordering RIY CTR (KIA 50NM Arc) to point 2
2	N24° 54'00" E045°39'00"	South East Corner	SFC-10,000ft	Bordering RIY CTR (KIA 50NM Arc)
3	N24°48' E043°53'	Rocky Mountains	SFC-10,000ft	Large visual feature for deconfliction from Dawadmi-Gassim traffic
4	N25°38' E043°50'	Al Kharma	SFC-10,000ft	Follow Gassim CTR border GAS 50 DME ARC to point 5
5	N25°51' E044°04'		SFC-10,000ft	Join between Gassim CTR and Gassim Stub
6	N25°15' E044°30'		SFC-10,000ft	Gassim Stub border with OER39
7	N25°39' E044°34'		SFC-10,000ft	KIA 125 DME Arc of Gassim Stub to OER39 border, then anticlockwise border of OER39 to origin point 1

Table 1 Low level training area south and southwest of OER39

2nd Area Request:

The second area requested is underneath the southern part of the Gassim stub. This is to prevent possible head-on conflicts between KFAA low level navigation missions as aircraft RTB. This leaves the northern section below the stub for VFR GAT traffic from the Majma'ah Corridor and Al-Ghat to transit to/from Gassim.

Point	Approximate Position (DDMMSS.SS):	Description	Altitude	Remarks
1	N25°51' E044°04'	SW Corner	SFC-5,500ft	Join between Gassim CTR and Gassim Stub anticlockwise following GAS 50 DME arc
2	N25°56' E044°24'	NW Corner	SFC-5,500ft	Joining Gassim CTR and Gassim Stub
3	N25°50' E044°42'	NE Corner	SFC-5,500ft	Gassim Stub border with OER39
4	N25°15' E044°30'	SE corner	SFC-5,500ft	KIA 125 DME Arc of Gassim Stub and OER39 border back to point 1

Table 2 Low Level Area below the Gassim Stub

3. Additional Operating Hours request:

KFAA routinely operates on Saturdays to facilitate an increased training tempo. Currently the promulgated operating days for OER31 (A-C) and OER39 is Sunday to Thursday. It is requested that this (and any new KFAA Airspace allocations) is increased to Saturday-Thursday.

- AREA1:**
- 254051.16N 044300.00E
 - 244535.88N 044539.18E
 - 244600.00N 043530.00E
 - 253800.00N 043500.00E
 - 254051.16N 044300.00E
 - 251500.00N 044300.00E
 - 252909.03N 044332.05E

- AREA2:**
- 254051.16N 044300.00E
 - 253603.73N 044333.70E
 - 254950.44N 044428.44E
 - 251500.00N 044300.00E

VFR Routes:

THADQ: 253300N 045550E
 JUWAY: 254620N 045322E
 ALGAT: 254600N 045000E
 KUSRO: 255133N 044432E

Dawadmi to Gassim:
 GRAIN: 244441N 043471E
 BKRIA: 260922N 043412E

