

OL 57/21

From: Riyadh Control Center Chief

To: All DCOs, Supervisors, and Controllers

Date: 22-Dec-2021

Attachments: 1

Subject: Amended LoA between Riyadh Control Center and OETH operations

Dear colleagues,

Please be informed that the letter of agreement between Riyadh Control Center and OETH operations has been amended. This amendment will be applied permanently from the 30th of Dec, 2021, at time 00:00 UTC.

Note:

- This Letter of agreement supersedes the previous Letter of agreement.

Thank you for your usual cooperation.

Riyadh Control Center Chief



Thamer H. Alkhaldi

Letter of Agreement
between
Riyadh Control Center
and
Thumamah airport

1. Citation:

- 1.1. The authorized parties from the Riyadh control center and Thumamah Airport as represented by the Saudi Aviation Club (SAC), agree that the procedures contained in this Document shall remain in force from the date specified until suspended, revised, or revoked with the approval of Riyadh control center.
- 1.2. This agreement supersedes all other agreements made between these parties in respect to this subject.
- 1.3. Thumamah airport and all operators in Thumamah airport are under the responsibility of the Saudi Aviation Club (SAC).

2. Effective date:

- 2.1. Date: 30/12/2021 at time 00:00 UTC.

3. Purpose:

- 3.1. To define the area of responsibility, coordination, procedures, communication, and specific routing/altitude for all air traffic movement between all users of Thumamah Airport (OETH) and Riyadh Control Center to ensure that safe and efficient services are provided to all users.

4. Scope:

- 4.1. These procedures are supplementary to the ICAO Standards and Recommended Practices as specified in PANS ATM Doc.4444, ICAO Annex 2, and the Air Traffic Services Procedures Manuals ATSPM-Part-1, ATSPM-Part-2, GACA regulation section 11 and AIP for the Kingdom of Saudi Arabia.

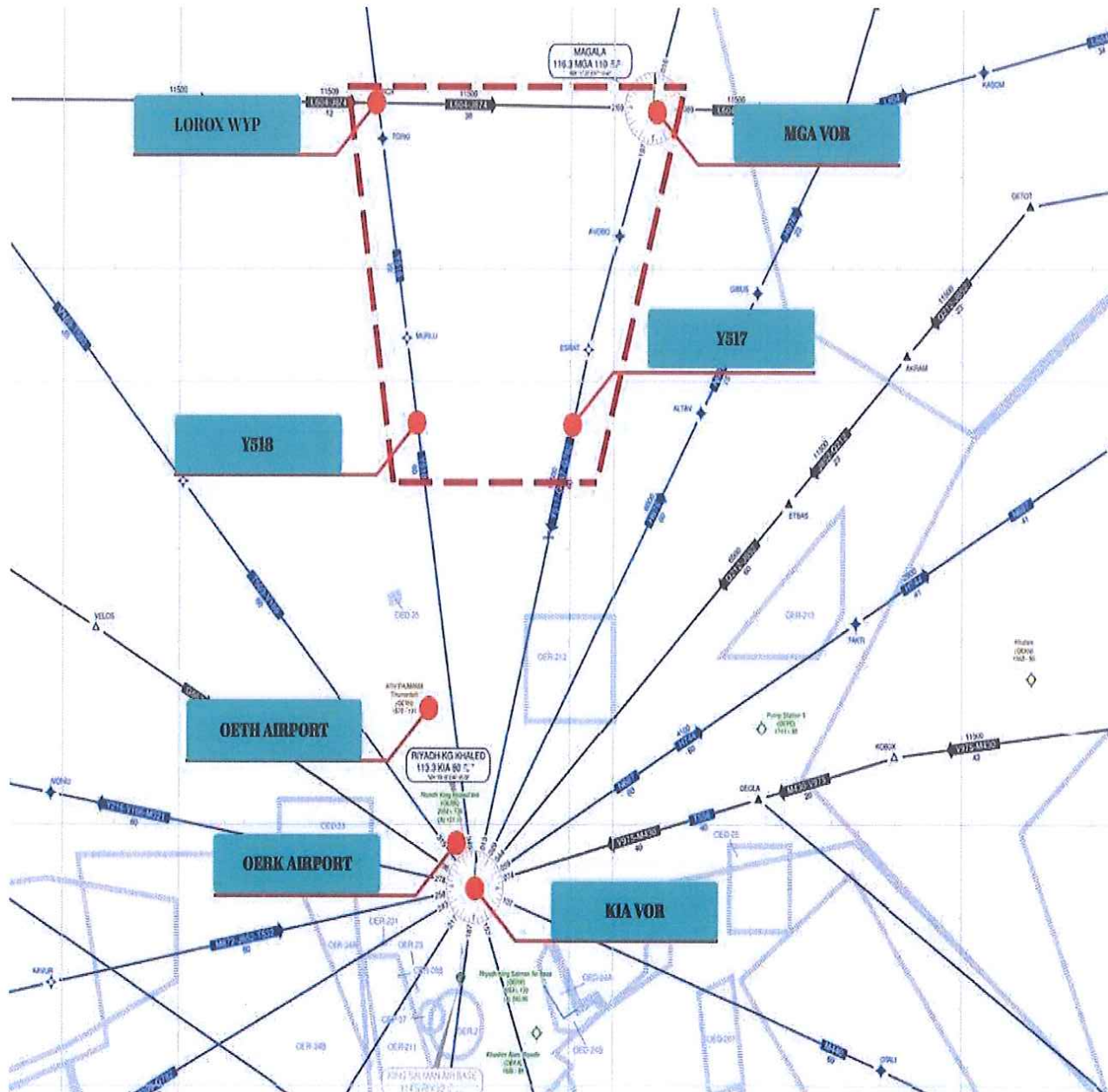
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5. Area of responsibility:

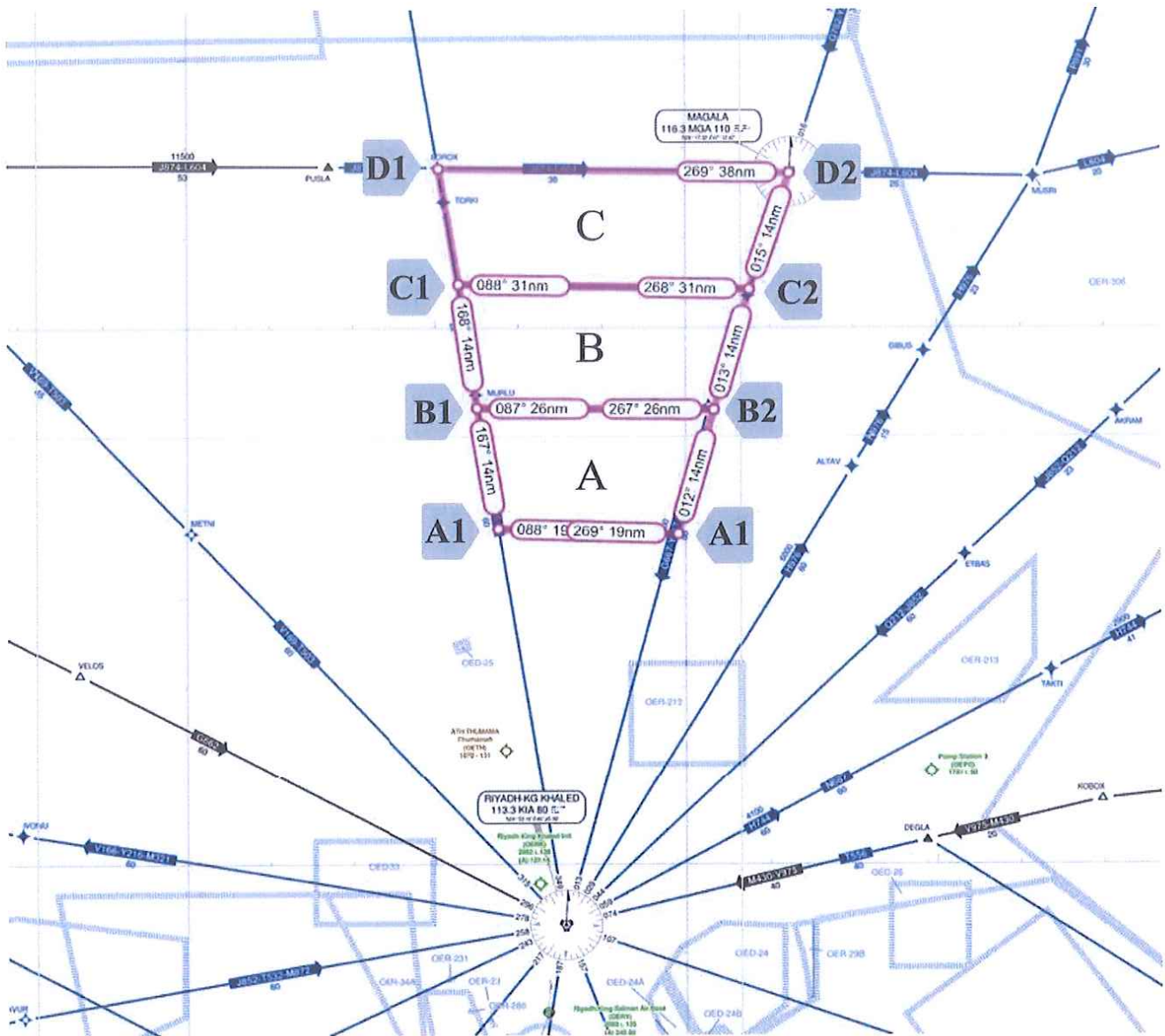
5.1. Riyadh CTA/TMA is that airspace specified in the Saudi Arabia AIP ENR part 2, ENR 2.1.

5.2. Thumamah airport traffic zone (ATZ) as specified in the Saudi Arabia AIP ENR part 3, OETH AD 2.17.

6. OETH Training areas:



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Point	Coordinates	Radial and Distance from KIA
A1	25 37 43N 046 37 31E	R350 45 NM FROM KIA
A2	25 37 07N 046 59 03E	R013 45 NM FROM KIA
B1	25 51 11N 046 34 59E	R350 60 NM FROM KIA
B2	25 50 59N 0470320E	R013 60 NM FROM KIA
C1	260459N 046 32 45E	R350 73 NM FROM KIA
C2	26 04 25N 047 07 37E	R013 73 NM FROM KIA
D1	MGA VOR	R013 87 NM FROM KIA
D2	LOROX	R350 86 NM FROM KIA

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Training area	Ceiling
Area A	GND – 5000 ft MSA
Area B	GND – 6000 ft MSA
Area C	GND – 7000 ft MSA

Note:

- Higher altitude than above is subject to individual coordination between pilot and Riyadh ATC.
- These areas will not be published in the KSA AIP until further modification.

7. Delegation of responsibility:

7.1. -Reserved.

8. Operational status:

8.1. Will conduct several activities at Thumamah Airport and the assigned areas within Riyadh TMA/CTA these activities are:

- General aviation.
- Flight training.
- Aeromodelling.

8.2. More details and Operational Procedures for the activities above are described in Annex C.

9. Procedures:

9.1. The procedures to be applied by Riyadh control center and Thumamah based aircraft are detailed in the Annexes attached to this letter of agreement (LOA):

9.2. Annex A: Exchange of Flight Data.

9.3. Annex B: Procedures for Coordination.

9.4. Annex C: Activity at Thumamah Airport.

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9.5. Annex D: Supplementary procedures.

10. Amendment to the (LoA):

10.1. Permanent amendments or alterations to any part of this agreement shall be affected in writing and signed by Riyadh control center.

10.2. This LOA will be reviewed annually or when operations required.

10.3. This agreement is hereby made between The Riyadh control center, and Thumamah airport as officially represented by the Saudi aviation club.

Annex: A

Exchange of flight data and communication

A.1. Flight plan:

A.1.1. All flights, other than within the Thumamah ATZ, must file the appropriate flight plan. This shall be sent as follows:

A.1.1.1. For IFR flight: the flight plan shall be sent to Riyadh AFTIN addresses (OERKZQZX or OERKZPZX).

A.1.1.2. For VFR flight: the flight plan shall be sent to Riyadh ATM AFTIN address (OERKINDA).

A.1.1.3. In the absence of the OETH system or if it is not available, the Fax shall be used to Communicate with the Aeronautical Communication Office at Riyadh Control Center (Fax No. 011-2211148) not earlier than 24 hours, and not later than 60 minutes prior to departure,

A.1.2. It is the responsibility of each Operator to ensure the receipt and validity of the Flight plan, by contacting the Aeronautical Communication Office (by calling tel. No. 011-2211020) before releasing the traffic for departure.

A.2. Coordination procedures:

A.2.1. Departing flights to Training area or any other area outside of Thumamah ATZ shall be required a permission (ATC clearance) from Riyadh approach prior to departure.

A.2.2. International flights shall not be allowed to land at OETH airport unless otherwise it is approved by GACA and coordinated with Riyadh Control Center.

A.2.3. For ATC clearance, Pilot shall call Radar supervisor on +966112212008/2009.

A.3. Communications:

A.3.1. ATS movement and control messages shall normally be transmitted using either the VHF Communications, or phone call.

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A.3.2. Landline shall be the primary mean for coordination between Riyadh Control Center and Thumamah airport as: follow:

Riyadh APP	Thumamah airport
Approach: +96611-2212008	Mr. Mohammed Al Ashaikh Operations Manager +966550996333
Approach: +96611-2212009	Mr. Islam Gwayed Safety Manager +966553515423
Tower: +96611-221 1142	ADMN Office : +96611-8103777
Radar Fax: +96611- 2211178	
Riyadh chief of operation: +966539208262	

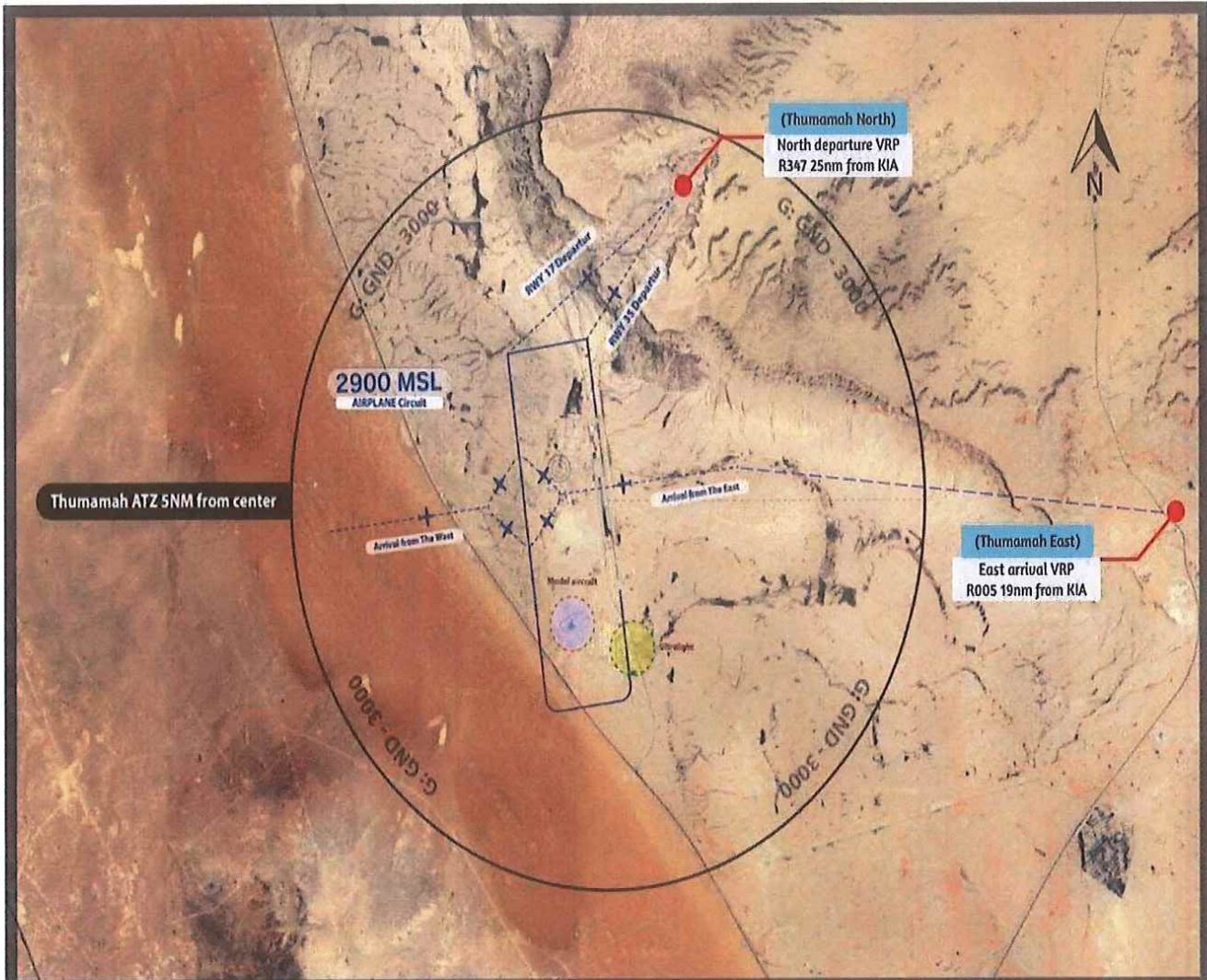
A.3.3. Frequencies:

Facility	Main Frequencies
	VHF
Riyadh CTA North main frequency	126.000
Riyadh CTA North back-up frequency	128.500
Riyadh Approach TMA	120.000
Final Approach main frequency	120.600
Final Approach back-up frequency	119.750
TIBA	122.800
Thumamah Unicom	124.400

Annex: B

Coordination, and procedures

B.1. Departure/Arrival procedures



(Figure B.1)

B.1.1 Thumamah airport departure procedures:

- All training area flights shall obtain ATC clearance from Riyadh Approach before departure.
- Riyadh area altimeter setting shall be set.
- "Clearance expiry" will be no longer than 15 minutes.
- Approach Frequency must be monitored all the time.
- TIBA procedure shall be applied with the training areas.

B.1.1.1 Thumamah RWY 35 departure: After departure runway 35 maintain runway heading to climb 3000 feet AMSL with right turn direct (Thumamah north) VRP then proceed to Thumamah training area. *(As described in figure B.1)*

B.1.2.1 Thumamah RWY 17 departure: After departure runway 17 joins right downwind to maintain 3000 feet AMSL with right turn direct (Thumamah north) VRP then proceed to Thumamah training area. *(As described in figure B.1)*

B.2. Departure procedures (other than training):

B.2.1 All non-training area flight shall obtain the same departure procedure to (Thumamah north) VRP *(As described in figure B.1)* then as instructed by the ATC clearance prior to departure according to the FPL and contact Riyadh approach after departure.

B.3. Thumamah airport arrival procedures:

- Thumamah frequency (124.400) should be monitored prior approaching any of the visual reporting point (VRP).
- Arrival shall be made from the EAST VRP *(As described in figure B.1)* to join mid field at traffic pattern altitude then to join downwind for active runway.
- RTB from training area shall be at 3500 feet AMSL before leaving Thumamah Training area.
- Report "RTB Thumamah" to Riyadh approach when leaving training area and maintain VMC all the time until joining OETH ATZ.
- Approach Frequency must be monitored all the time until joining OETH ATZ.

B.4. procedure VRPs *(As described in figure B.1)*

- **Thumamah north:** R247 25 NM from KIA.
- **Thumamah east:** R005 19 NM from KIA.

B.5. Separations

- Standard separation shall be applied between all aircraft utilizing the Riyadh TMA/CTA.

B.6. Alternative airports:

- OERK is the alternative airport in case of an emergency, it is OETH operations responsibility to coordinate this point in advance with RAC and obtain approval to use OERK as an alternative airport.

B.7. Entry clearance

B.7.1 It is the responsibility of Thumamah airport to verify the landing permission for all arrival flights utilizing Thumamah Airport.

B.7.2. If permission is not granted, Riyadh Control Center shall not permit the aircraft to land at Thumamah Airport, and issue holding instruction, at any other convenient point within Riyadh Approach Airspace until landing permission is granted.

B.7.3 Thumamah airport shall keep Riyadh Control Center updated for all Aircrafts utilizing Thumamah airport.

B.8. Special restrictions:

- No international flights will be permitted to land or depart from Thumamah Airport unless otherwise it is approved by GACA and coordinated with Riyadh Control Center.
- OERK altimeter setting shall be used by all Training area flights.
- All operators shall comply with search and rescue outlined in the KSA AIP.
- All aircrafts operating at Thumamah ATZ, and training area must be Transponder equipped and shall select transponders on at all times.
- Local flights operating within Thumamah ATZ shall squeak code 7000.
- All aircraft must monitor and remain in contact with Riyadh Approach frequency while flying from/to or operating in the Training area.
- All departure and arrival flights should maintain Thumamah airport departure and arrival procedure (As described in figure B.1)

- Thumamah airport shall comply with ADNC procedures regarding any restriction when required.

Annex: C

Thumamah activities

C.1. This Annex explains the type of operations and activities that will take place at Thumamah Airport and the assigned areas.

C.2. Flight training schools: Including the National Aviation Academy "Tayaran"

- As mentioned in (area of responsibility), Annex A and B.

Annex: D

Supplementary procedures

D.1. Riyadh control center and Thumamah airport are agreed on the following rules:

D.1.2 No international flights will be permitted to operate into or out of the Thumamah airport, Riyadh control center will be advised what traffic has permission to operate into Thumamah airport.

D.1.3 SAC will propose to use the OERK altimeter setting

D.1.4 All Thumamah training flights are responsible for the terrain obstruction.

Authorized signatories

**Manager,
ATS Eastern Sector
Haitham. S. Alrebdi**

**Saudi Aviation Club
Managing Director
Farres Moneer**

For

