

# **YCAR PART VIII**

## **SUBPART 6**

### **INSTRUMENT FLIGHT PROCEDURE DESIGN REQUIREMENTS**

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**FOREWORD**

- 1 The Civil Aviation and Met. Authority (hereinafter –Authority).
- 2 This Requirement shall come in force from June 2013.
3. Future amendments of SUBPART 6 shall be harmonized with amendments to ICAO Annexes and Documents in a timely manner.
5. Definitions and abbreviations of terms used in SUBPART 6 shall always be interpreted as per the applicable international standards.

**RECORD OF AMENDMENTS**

Rev. No	Date of issue	Entered by
Issue: Initial	June 2013	CAMA – CASS - Legislation Directorate

**AMENDMENTS HISTORY**

<b>Amendment</b>	<b>Source(s)</b>	<b>Subject(s)</b>	<b>Issue Date</b>
Issue: Initial	ICAO DOC 8168 VOL II ICAO DOC 9905 ICAO DOC 9906	New regulations	June 2013

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**SUBPART A — GENERAL PROVISIONS****YCAR 6.1 Scope**

- a) YCAR Part VIII, Subpart 6 contains the Rules governing:
  - 1. The management and/or person who are, or want to become an Instrument Procedure Design Service Provider (IPDSP);
  - 2. Instrument Flight Procedure (IFP) acceptance procedure;
  - 3. Validation of IFP;
  - 4. Maintenance of IFP, and
  - 5. Training Requirements for Approved Procedure Designers (APD).
- b) The aim of this Subpart is to ensure that Instrument Flight Procedures (IFPs):
  - 1. Are designed in accordance with the required standard as stipulated in paragraph 18 of this Subpart;
  - 2. Are safe and flyable;
  - 3. Meet Air Traffic Management requirements; and
  - 4. Are environmentally acceptable.

**YCAR 6.2 Definitions and Acronyms**

- a) Definitions existing in ICAO Documents shall form part of this Rule, supplemented by the definitions contained in YCAR Part VIII, Subpart 1. Where there are differences between the definitions in the two sources, Subpart 1 has precedence.

**YCAR 6.3 Requirements for approval**

- a) For the purpose of this YCAR Subpart, an Instrument Procedure Design Service Provider (IPDSP) may be either:
  - 1. An organization employing one or more suitably qualified individuals; or
  - 2. A suitably qualified individual; or
  - 3. Authorized department within ANS .
- b) No person shall provide an Instrument Flight Procedure Design Service for the Sana'a FIR except under the authority of CAMA for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace.
- c) For the purpose of this YCAR Subpart, an Approved Procedure Designer (APD) is an IPDSP who has met the CAMA competency requirements for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace within the Yemen FIR.
- d) For the purpose of this YCAR Subpart, a Proponent is defined as an ANSP, who proposes a new IFP, or a change to or withdrawal of, an IFP.
- e) For the purpose of this YCAR Subpart, an Instrument Flight Procedure (IFP) is:
  - 1. A Standard Instrument Arrival (STAR), or
  - 2. A Standard Instrument Departure (SID), or

3. An Instrument Approach Procedure (IAP), or
4. An MSA or TAA, or
5. Holding procedure, or
6. A visual flight procedure, or
7. An ATS route.

#### **YCAR 6.4 Application for license**

- a) Each applicant for the grant of a CAMA designers licensing for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall complete form IPDSP 01 (In Appendix 2 to this Subpart) and submit it to the CAMA.
- b) All elements of the form shall be completed and shall include:
  1. A written statement setting out the name, qualifications and relevant experience of the individual who is proposed to be the chief designer; and
  2. A written statement setting out the qualifications and relevant experience of any other member of airspace planning designers; and
  3. A copy of the operations manual under which the applicant proposes to design, or engage in design work on, terminal instrument flight procedures of the type or types concerned.
- c) The form IPDSP 01 may be submitted in either electronic or paper form

#### **YCAR 6.5 Issue and Validity of license**

- a) An applicant is entitled to a license for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace if:
  1. The applicant and persons holding positions listed in YCAR 6.7 a) are acceptable to the Authority; and
  2. The organizations exposition as required by YCAR 6.23 is acceptable to the Authority; and
  3. The Authority is satisfied that the granting of the license is not contrary to the interests of aviation safety.
- b) The CAMA license for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace remains in force until it expires, is suspended or revoked.
- c) The holder of a CAMA license for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace that expires or is revoked shall surrender the license to the Authority.
- d) The holder of a CAMA certificate for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace that is suspended shall immediately return the certificate to the Authority for appropriate endorsement.
- e) The license shall remain valid subject to periodic surveillance audits conducted at the discretion of the Assistant Deputy Aviation Safety confirming ongoing compliance with the



Civil Aviation Regulations.

- f) The Authority shall undertake a complete licensing inspection at least once in every three year period following the issue of a license.

#### **YCAR 6.6 Privileges of license**

- a) The CAMA license for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall specify the Instrument Procedure Design Services that the license holder is authorized to provide.

### **SUBPART B —REQUIREMENTS**

#### **YCAR 6.7 Personnel Requirements**

- a) The airspace planning department shall have :  
An organization chart showing lines of responsibility of the persons
- b) Qualifications and experience details for the persons nominated by the applicant for the positions listed in CAR6.7 a) above be forwarded to the Authority for acceptance prior to the person being named in that position by the applicant.
- c) The provider shall establish procedures to:
1. Ensure the competence of those personnel who:
    - i. supervise personnel providing the IPD services; and
    - ii. Provide the Instrument Procedure Design services
  2. Provide training and assessment for those Instrument Procedure Design services in accordance with the requirements of YCAR 6.14 of this Subpart; and
  3. Provide immediate design support for those Instrument Procedure Design services; and
  4. Provide personnel listed in Y CAR 6.7 a) with written evidence of the scope of their authorization; and
  5. Ensure that those personnel hold, where appropriate, a current licensing issued under this Subpart.

#### **YCAR 6.8 Training**

- a) The for the design of instrument flight procedures(IFPs) for aerodromes, heliports and airspace shall establish a training program for staff that is developed, implemented and evaluated in accordance with a competency based approach.

- b) Details of such an approach are described in ICAO Document 9906, The Quality Assurance Manual for Flight Procedure Design, Volume II.
- c) The provider shall establish procedures, in accordance with the requirements of ICAO Document 9906, The Quality Assurance Manual for Flight Procedure Design, Volume II to ensure that the initial training of APDs ensures that the individual is able to demonstrate an acceptable level of competency in at least the following aspects:
  - 1. Applicable IFP design software where applicable; and
  - 2. Skill in designing IFP; and
  - 3. ICAO DOC 8168, Volumes I and II; and
  - 4. Other relevant ICAO Documents as specified in YCAR 6.10 b) below.
- d) The provider shall establish procedures to ensure the ongoing competency of APDs in accordance with the requirements of ICAO PANS-OPS Document 8168, Volume II, Part 1, Section 2, Chapter 4 and ICAO DOC 9906 Volume II.

#### **YCAR 6.9 Facility Requirements**

- a) The provider for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall establish offices and facilities that are appropriate for the Instrument Procedure Design service.

#### **YCAR 6.10 Documentation**

- a) The provider for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall:
  - 1. Document the format and standards for the IFP designed under the authority; and
  - 2. Hold copies of relevant reference materials, standards, practices and procedures, and any other documentation that is necessary for the IFP service.
- b) These documents shall include, but not be limited to:
  - 1. Annex 2,
  - 2. Annex 4,
  - 3. Annex 5,
  - 4. Annex 6,
  - 5. Annex 10,
  - 6. Annex 14,
  - 7. Annex 15,
  - 8. ICAO DOC 4444,
  - 9. ICAO DOC 7030,
  - 10. ICAO Doc 8071,
  - 11. ICAO Doc 8126,
  - 12. ICAO Doc 8168 VOL I, ICAO Doc 8168 VOL II,
  - 13. ICAO Doc 8697,
  - 14. ICAO Doc 9274,
  - 15. ICAO Doc 9365

16. ICAO Doc 9368,
  17. ICAO Doc 9371,
  18. ICAO DOC 9501,
  19. ICAO DOC 9613,
  20. ICAO DOC 9643,
  21. ICAO DOC 9674,
  22. ICAO DOC 9708
  23. ICAO DOC 9849,
  24. ICAO DOC 9905,
  25. ICAO DOC 9906 Volume I, ICAO DOC 9906 Volume II.
  26. ICAO DOC 9931
  27. Yemen YCAR PART IX
  28. Yemen YCAR PART X
- c) The provider for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall establish a procedure to control all the documentation required by YCAR 6.10 b), to ensure that:
1. The documentation is reviewed and authorized by appropriate personnel before issue; and
  2. Current issues of relevant documentation are available to staff at all locations where they need access to such documentation for the flight procedure design service; and
  3. All obsolete documentation is promptly removed from all points of issue or use; and
  4. Changes to documentation are reviewed and approved by appropriate personnel; and
  5. The current version of each item of documentation can be identified to preclude the use of out of date editions.

#### **YCAR 6.11 Criteria for the Approval of IPDSP**

- a) The provider for the design of instrument flight procedures(IFPs) for aerodromes, heliports and airspace shall provide evidence of the following:
1. Specialist procedure design training in accordance with a competency based approach. (One such an approach is described in ICAO Document 9906, Volume II, Flight Procedure designer Training);
  2. Proof of successful completion of a PANS-OPS training course based on ICAO PANS OPS Document 8168, given by an organization or qualified individual acceptable to the ANA department of the CAMA.
  3. Where no formal training course has been completed, the CAMA may accept evidence of a comprehensive -in-house || training and development program under the supervision of an APD.
  4. Evidence of recent IFP design work which should include evidence of specific designs which have been approved for use;
  5. Appropriate references if experienced outside the Yemen;
  6. Aviation experience, including a working knowledge of ATM, ATFM and ASM.
- b) In addition, The provider for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall include a statement indicating knowledge of:
1. Navigation, navigation systems and geography to the level of an instrument rated pilot;

2. Aircraft operations and performance;
  3. AIS and understanding of Annex 15 requirements;
  4. Aerodrome safeguarding and Annex 14 obstacle surface requirements;
  5. Geodetics.
- c) The provider for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall include a copy of:
1. An acceptable Quality management system (QMS) in accordance with YCAR Part VIII, Subpart 1, QMS requirements and in compliance with ICAO PANS-OPS DOC 8168 Volume II, Chapter 4, Quality Assurance; and ICAO Document 9906, Volume 1, Quality Assurance Manual for Flight Procedure Design;
  2. An acceptable Safety Management System (SMS) in accordance with YCAR Part X and YCAR Part VIII, Subpart 1.

### **YCAR 6.12 IFP Design Process**

- d) The provider for the design of instrument flight procedures(IFPs) for aerodromes, heliports and airspace shall provide evidence of the following process being followed for all FPD services:
1. Conceptual design, including planned implementation dates, and resources needed to achieve the task – where appropriate and required by the Authority;
  2. The FPD, including the procedure layout, the relevant calculation outputs, coordinates and a textual description of the intended procedure, draft IFP charts and ARINC 424 path terminators where applicable;
  3. Validation and verification reports for the IFP;
  4. Approval of the procedure by the authority as specified in this Subpart;
  5. documentation throughout the various stages from the input through the publication process; and
  6. Compliance with CAAP 41.
- e) The provider for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall document the effective date and AIRAC of the aeronautical information used in the design.
- f) The provider for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall document the obstacle and terrain data used in the design.

### **YCAR 6.13 Desig Standards**

- a) Responsibility for the design of IFPs has been vested in the relevant Yemen Civil Aviation Authority.
- b) IFPs shall be designed in accordance with the guidance contained within ICAO PANS-OPS DOC 8168 Volume II and or ICAO DOC 9905 as appropriate, as supplemented by Appendix 1 of this Subpart, and any variations from these documents approved by the ANA department of the CAMA.
- c) IFPs shall be designed in accordance with the processes detailed in YCAR 6.12 of this

Subpart, with respect to consultation with stakeholders in the affected airspace.

- d) IFPs shall also be designed in compliance with the requirements of the Yemen ATM Strategic Plan and the Yemen PBN Plan.

#### **YCAR 6.14 IFP Acceptance**

- a) The IFP acceptance are based upon the following:
  1. CAMA has licensed the IPDSP through evaluation of their training, APD experience, quality procedures and working practices as specified in this Subpart;
  2. CAMA evaluation and acceptance of completed IFP designs and documentation as prescribed in this Subpart.
- b) The CAMA will only accept IFP designed by a licensed IPDSPs.
- c) The ANA department will maintain a list of licensing IPDSPs.
- d) A licensed IPDSP may only design procedures for navigation aids or navigation systems shown in the scope section of their license .
- e) Proposed new routes or amendments to existing routes shall be submitted according to CAAP41, supported by an evaluation from an IPDSP.

#### **YCAR 6.15 Environmental Considerations**

- a) Consideration shall be given in the design of IFPs to the effect of the design on the environment, and also to the environmental policy of the Yemen Government and CAMA as published.
- b) All terminal IFP shall be designed to consider continuous climb and descent operations.

#### **YCAR 6.16 Validation of IFP**

- a) The validation of conventional and RNAV IFPs is required under:
  1. ICAO PANS-OPS Document 8168, Volume II,
  2. ICAO Document 8071, Volumes I and II,
  3. ICAO Document 9906, Volume I
- b) The IFP design process starts with the collection of relevant data, proceeds through the design phase then ground and/or flight validation prior to publication.
- c) Therefore validation shall occur at the collection of data phase, the ground and/or flight validation stage and, in the case of RNAV IFP, the validation of the navigation database ARINC 424 coding instructions.
- d) An APD shall establish procedures to ensure that data required for the design of an IFP meets the requirements of ICAO Document 9906, Volume I, Paragraph 7.2

- e) An APD shall prepare an IFP validation package to enable an Independent APD to carry out a Ground validation of the IFP.
- f) The package shall include:
  1. A plan view of the final approach obstacle evaluation,
  2. Complete documentation identifying obstacles, obstructions and terrain relevant to the IFP, including identifying the controlling obstacle/terrain,
  3. Narrative description of the IAP, segment by segment.
  4. Plan and profile views of the IAP.
  5. Data relating to each fix and holding pattern involved in the IAP,
  6. Confirmation that Navigation aid coverage, if applicable, is satisfactory,
  7. Draft chart of the procedure suitable for use by the flight validation crew.

### **YCAR 6.17 Ground Validation**

- a) Ground validation of any new or amended IFP's is required and shall be conducted by an Independent APD.
- b) Where procedures share common segments, these may be assessed only once.
- b) Any concerns or changes required by the Independent APD shall be communicated to the APD who shall determine whether or not the IFP should be revised. Such concerns or changes shall be included in the IFP documentation.

### **YCAR 6.18 Flight Validation**

- a) A flight validation shall be carried out for the initial approval of an IFP based on ground navigation aids and in other IFP's when the ground validation determines it is necessary or when determined necessary by the Authority. Flight validation is the responsibility of the Proponent.
- b) In the case of a RNAV IFP, the Authority may consider requiring only a flight simulator fly-ability and crew workload check to be part of the validation process. The Proponent shall request authorization for the flight simulator validation in lieu of flight validation for every applicable RNAV IFP to be considered exempted from flight validation. For RNP AR IFPs a full flight simulator test database produced by a navigation database supplier shall be used. The navigation database suppliers must comply with RTCA/DO-200A and be in possession of a Type 2 Letter of Acceptance (LOA), issued by the appropriate regulatory authority.
- c) The Authority shall consider requiring a flight validation to be part of the validation process for RNAV IFPs in, but not limited to, the following situations:
  1. The IFP does not comply with PANS-OPS criteria,
  2. The IFP requires speed restrictions to be applied,
  3. Where segment lengths are significantly shorter than PANS-OPS optimum lengths;
  4. Descent gradients are steeper than 3.5° for precision approaches or 6.1° for non precision approaches;
  5. The IFP is to be used in an obstacle rich environment;

6. There is a SDF in the final approach segment;
  7. Track changes at a fix of 90° or more on an RNAV IFP,
  8. All RNP AR IFP.
- d) The objective of a flight validation is to:
1. Verify the obstacle that is determined as the controlling obstacle for each segment and to check that no new obstacles have been erected since the IFP was created, or that no obstacle details are grossly inaccurate, to the extent that it may affect the IFP.
  2. Prove the fly-ability of an IFP whose ground validation caused some concern about track adherence or crew workload.
- e) The provide for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall establish procedures to ensure that flight validation is carried out by an organization acceptable to the Regulator.
- f) When required by the introduction of new ground based navigation facilities to be incorporated in an IFP, a flight inspection of the required navigation aids shall take place prior to the flight validation taking place.
- f) Flight validations for obstacle validation shall take place in daylight, in VMC and flown at the minimum published altitudes for the relevant segments of the IFP.
- h) The final approach segment shall be flown 100ft below MDA on a non-precision approach and ½ scale deflection low, according to the DA, on a precision approach or APV approach.
- i) Flight Validation at night should take into consideration the factors identified in ICAO DOC8071 Volume I, paragraph 1.16 -Flight Inspection at Night || .
- j) All segments of an instrument approach procedure that is below the Minimum Sector Altitude(MSA) shall be flown.

#### **YCAR 6.19 Maintenance of IFP's**

- a) The provider shall ensure that each IFP designed under their responsibility is reviewed whenever:
1. There is a change to the obstacle environment which may affect the IFP,
  2. There is a change in navigation aid provision which may affect the IFP,
  3. There is a change in airspace that may affect the IFP,
  4. There is a change in any other factor that may affect the IFP,
  5. A period of 5 years has lapsed since the IFP was designed or last reviewed.

#### **YCAR 6.20 IFP Records**

- a) The provider for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall establish and maintain appropriate documents to support their IFP submission. These shall include, but not be limited to the following documents:
1. Reference to all source documentation;

2. Reference to all source data;
  3. Reference to all source geographical charts/data;
  4. Reference to the appropriate AIRAC validity of the Yemen AIP aeronautical data used;
  5. Reference to atmospheric conditions used;
  6. References to any differences to ICAO DOC 8168 Volume II and if appropriate ICAO DOC 9613 and DOC 9905. Any differences shall include an appropriate approval obtained from CAMA;
  7. Reference to any specific requirements and/or instructions;
  8. Reference to mountainous terrain if appropriate;
  9. Reference to any speed and/or altitude restrictions;
  10. For all PBN IFP, ARINC 424 database coding;
  11. Draft AIP submission; and
  12. Draft IFP Chart in accordance with ANNEX 4.
- b) The documentation in YCAR 6.20 a) above becomes the property and hence the responsibility of the Proponent once the IFPDSP has officially signed over the documentation to the Proponent. Thereafter the IFPDSP is responsible to only store a record of the official handover form signed by both parties.
- c) All records related to an IFP shall be retained for a period of 2 years beyond the date at which the IFP is replaced or withdrawn from use.

#### **YCAR 6.21 Safety and Quality Management System**

- a) The provider for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall provide:
1. An acceptable Quality management system (QMS) in accordance with YCAR Part VIII, Subpart 1, QMS requirements and in compliance with ICAO PANS-OPS DOC 8168 Volume II, Chapter 4, Quality Assurance; and ICAO Document 9906, Volume 1, Quality Assurance Manual for Flight Procedure Design.
  2. An acceptable Safety Management System (SMS) in accordance with YCAR Part X and YCAR Part VIII, Subpart 1.

#### **YCAR 6.22 Safety Inspections and Audits**

- a) CAMA shall conduct audits of IPDSP at intervals not exceeding 36 months.

#### **YCAR 6.23 Organizational Exposition**

- a) Each applicant for the grant of a CAMA certificate for the design of instrument flight procedures (IFPs) for aerodromes, heliports and airspace shall provide an exposition containing:
1. A statement signed by the Head of the IPDSP on behalf of the applicant's organization confirming that the exposition and any included manuals define the organization and demonstrate its means and methods for ensuring ongoing compliance with this Subpart; and
  2. the exposition and any included manuals are required to be complied with by its personnel at



- all times; and
3. that the organization has sufficient financial strength to provide the services contained within the organization's exposition; and
  4. the titles and names of the person or persons required by CAR6.7 a) ~~2-4~~; and
  5. The duties and responsibilities of the person or persons specified in the above CAR6.7 a) ~~2-4~~, including matters for which they have responsibility to deal directly with the Authority on behalf of the organization; and
  6. An organization chart showing lines of responsibility of the persons specified in CAR6.7 a); and
  7. Details of the applicant's staffing structure; and
  8. A document matrix detailing where the requirements of YCAR 6.7 to YCAR 6.10, YCAR 6.12 and YCAR 6.15 to YCAR 6.20, are contained within the organizations operational manuals. Procedures to control amend and distribute the exposition.
- b) The applicant's exposition must be acceptable to the Authority.

SUBPART 6: Appendix 1

<b>APPENDIX 1 - DIFFERENCES FROM ICAO ANNEXES AND DOCUMENTS</b>			
The temperature to be used for calculations when designing IFPs for use in the Yemen shall be C or ISA + 30° , whichever is higher;			
Subject	Current status	CAMA accepted	Reference
Types of approaches that may be conducted in segregates parallel operations.	ILS/MLS precision approach  SRA or PAR approach  Visual approach		ICAO DOC 4444 Chapter 6 paragraph 6.7.3.5.3
RNAV-1 Route centerline Separation	NIL		State Letter AN 13/2.5-09/85  ICAO DOC 4444 Chapter 5  ICAO Circular 324 AN/186

SUBPART 6: Appendix 1

Subject	Current status	CAMA accepted	Reference
RNAV Turn Construction Parameters	<p><b>Turn at IAF, IF,FAF</b></p> <p><b><u>ICAO DOC 8168 VOL I</u></b></p> <p>3 second Pilot Reaction</p> <p>3 second Bank Establishment.</p> <p><b><u>ICAO DOC 8168 VOL II</u></b></p> <p>6 second Pilot Reaction</p> <p>5 second Bank Establishment.</p>		<p>ICAO DOC 8168 VOL I &amp; VOL II</p> <p>Table 1-2-3-1</p>
Mode and area width change at 15 nm from the ARP/DER during RNAV 1 SID	<p>Inconsistent references of mode and area width changes at 15 nm from DER and ARP.</p>	<p>For RNAV-1 SID the area width and mode change will occur at 15 nm from the ARP.</p> <p>For all RNAV operations where there is a discrepancy between the reference to ARP and the reference to DER in terms of mode and area width changes – use the ARP as reference.</p>	<p>ICAO DOC 8168 VOL II, PART III, SECTION I</p>

SUBPART 6: Appendix 1

Subject	Current status	CAMA accepted	Reference
Minimum RADAR Vectoring Altitude Charts	Application of buffer values around obstacles. ICAO DOC 8168 VOL II applies 3nm buffer around obstacles within 20nm from the RADAR and 5nm buffer outside of 20nm from the RADAR		ICAO DOC 8168 VOL II, Part 2 Chapter 6

**APPENDIX 2 - APPLICATION FOR AN IPDSP LICENSE**

**CIVIL AVIATION & MET. AUTHORITY  
P.O. Box 7251  
Sana'a - Yemen**

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**APPLICATION FOR:**

**INSTRUMENT PROCEDURE DESIGN SERVICE PROVIDER LICENSE**

Name of Designer	
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One copy of the IPDSP's Exposition and Procedure Manual, prepared in accordance with the Civil Aviation Regulations, is enclosed with this application.

The license will be based on the particulars contained in the IPDSP Organisation's Exposition

On behalf of the Organisation named above, I certify that the information contained in the IPDSP Organisation's Exposition is correct in every respect and that no relevant information has been withheld.

**Name**

\_\_\_\_\_

**Signature**

\_\_\_\_\_

**Date**

\_\_\_\_\_

IPDSP Form 01: