



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**THE MIDDLE EAST AIR NAVIGATION PLANNING  
AND IMPLEMENTATION REGIONAL GROUP  
(MIDANPIRG)**

**REPORT OF THE FIRST MEETING OF THE  
AIR NAVIGATION SAFETY WORKING GROUP  
(ANS WG/1)**

**(Cairo, 21 – 23 February 2005)**

The views expressed in this Report should be taken as those of the MIDANPIRG ANS Working Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting  
and published by authority of the Secretary General

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

**TABLE OF CONTENTS**

	<b>Page</b>
<b>PART I - HISTORY OF THE MEETING</b>	
1. Place and Duration .....	1
2. Opening.....	1
3. Attendance .....	1
4. Officers and Secretariat.....	1
5. Language .....	1
6. Agenda.....	1/2
7. Conclusions and Decisions - Definition .....	2
8. List of Conclusions and Decisions .....	2
 <b>PART II - REPORT ON AGENDA ITEMS</b>	
Report on Agenda Item 1 .....	1-1
Report on Agenda Item 2 .....	2-1
Report on Agenda Item 3 .....	3-1
Appendix 3A	
Report on Agenda Item 4 .....	4-1/4-4
..... Appendices 4A – 4K	
Report on Agenda Item 5 .....	5-1/5-4
..... Appendices 5A & 5B	
Report on Agenda Item 6 .....	6-1
..... Appendix 6A	
 <b>ATTACHMENT A</b>	
List of Participants .....	1/5

-----

ANS WG/1  
History of the Meeting

## **PART I – HISTORY OF THE MEETING**

### **1. PLACE AND DURATION**

1.1 The first meeting of the MIDANPIRG Air Navigation Safety Working Group (ANS WG/1) was held at the ICAO Middle East Regional Office, Cairo from 21 to 23 February 2005.

### **2. OPENING**

2.1 The meeting was officially opened by Mr. Mohamed R. M. Khonji, ICAO Regional Director, Middle East Regional Office, who warmly welcomed all the delegates to Cairo. Mr. Khonji informed the meeting that the issue of deficiencies in the air navigation fields has always been accorded high priority by ICAO. In this regard, the revised Terms of Reference of MIDANPIRG proposed by MIDANPIRG/8 and approved by the Council in March 2004 had included the identification and addressing of specific deficiencies as one of the three core objectives. He drew the attention of the meeting to MIDANPIRG/8 Decision 8/51 related to the establishment of the Air Navigation Safety Working Group (ANS WG) with a view to enhance safety of air navigation in the MID Region and Conclusion 8/54 inviting States to allocate sufficient resources for the elimination of air navigation deficiencies. He also recalled ICAO Secretary General State Letter M 6/1 dated 15 July 2004, on the subject of addressing air navigation deficiencies requesting the personal intervention of the DGCAs in developing and implementing the action plan of the State to eliminate the deficiencies in the air navigation fields. The outcome of the eleventh Air Navigation Conference and the thirty-fifth General Assembly of ICAO related to the safety of air navigation including the transition to a comprehensive systems approach for audits in the ICAO Universal Safety Oversight Audit Programme was also highlighted. He wished the meeting every success in its deliberations.

### **3. ATTENDANCE**

3.1 The meeting was attended by a total of twenty-four participants from eight States (Bahrain, Egypt, Jordan, Kuwait, Oman, Saudi Arabia, Syria and UAE) and one Organization (IATA). The list of participants is at **Attachment A**.

### **1. OFFICERS AND SECRETARIAT**

1.1 The meeting was chaired by Mr. Mohamed I. El-Kady, Director General Research & Development, National Air Navigation Services Company, Egypt. Mr. M. Smaoui, Regional Officer Aeronautical Information Services and Charts, was the Secretary of the meeting assisted by the following ICAO Regional Officers:

Mr. D. Ramdoyal:	Regional Officer, Air Traffic Management and Search and Rescue
Mr. M. Traore:	Regional Officer, Communications, Navigation and Surveillance
Mrs. N. Abdel Hady:	Regional Officer, Aerodrome and Ground Aids

### **2. LANGUAGE**

2.1 The discussions were conducted in English. Documentation was issued in English.

### **3. AGENDA**

3.1 The following Agenda was adopted:

Agenda Item 1:	Election of Chairperson
Agenda Item 2:	Adoption of the Provisional Agenda

ANS WG/1  
History of the Meeting

---

- Agenda Item 3: Follow-up on MIDANPIRG Conclusions and Decisions addressing air navigation deficiencies
- Agenda Item 4: Review of deficiencies in the air navigation fields
- Agenda Item 5: Methodology for the elimination of air navigation deficiencies
- Agenda Item 6: Any other business
- Review and update of the Terms of Reference of the ANS WG
  - Future work programme.

**4. CONCLUSIONS AND DECISIONS – DEFINITION**

4.1 All MIDANPIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with the matters which, in accordance with the Group's terms of reference, merit directly the attention of States on which further action will be initiated by ICAO in accordance with established procedures; and
- b) **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies

**8. LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS**

- DRAFT CONCLUSION 1/1: AMENDMENT TO THE FORM USED FOR THE IDENTIFICATION , ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES
- DRAFT CONCLUSION 1/2: REVIEW OF THE REQUIREMENTS PERTAINING TO ATS ROUTES
- DRAFT CONCLUSION 1/3: DEVELOPMENT OF A MID REGION'S AIR NAVIGATION DEFICIENCIES DATABASE
- DRAFT CONCLUSION 1/4: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION
- DRAFT DECISION 1/5: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE ANS WG

-----

ANS WG/1  
Report on Agenda Item 1

---

**PART II: REPORT ON AGENDA ITEMS**

**REPORT ON AGENDA ITEM 1: ELECTION OF CHAIRPERSON**

1.1 Mr. Mohamed Ismail El-Kady, Director General Research & Development, National Air Navigation Services Company, Egypt was proposed by Bahrain and supported by Jordan, Oman and Saudi Arabia to serve as the Chairperson of the ANS WG.

-----

ANS WG/1  
Report on Agenda Item 2

---

**REPORT ON AGENDA ITEM 2: ADOPTION OF PROVISIONAL AGENDA**

2.1 The ANS WG was presented with a Provisional Agenda for its first meeting. After review, the meeting adopted the Agenda as in paragraph 6 of the History of the Meeting.

-----

ANS WG/1  
Report on Agenda Item 3

---

**REPORT ON AGENDA ITEM 3: FOLLOW UP ON MIDANPIRG DECISIONS AND CONCLUSIONS ADDRESSING AIR NAVIGATION DEFICIENCIES**

3.1 Under this agenda item, the meeting was apprised of the outcome of Conclusions and Decisions emanating from MIDANPIRG meetings addressing air navigation deficiencies and the follow-up actions taken by the Secretariat and States. The relevant list of Conclusions and Decisions and a summary of action(s) taken at **Appendix 3A** to the report on Agenda Item 3, shows that MIDANPIRG as part of its Terms of Reference has always been dealing with the issue of air navigation deficiencies and that an important number of Decisions and Conclusions have been adopted since MIDANPIRG/5 meeting and before.

3.2 When reviewing the list of MIDANPIRG Conclusions and Decisions, the attention of States was drawn to the use of adequate form when reporting harmful interferences to ICAO MID Regional Office and National Telecommunications Authorities. In this regard, the efficiency to process the interference form depends on close coordination between Civil Aviation Authorities, ICAO MID Regional Office and National Telecommunications Authorities.

3.3 Regarding the GNSS protection from harmful interference, the meeting urged States whose names are still in the ITU footnotes to delete their country's name from footnotes 5.36 2B and 5.36 2C.

-----

ANS WG/1  
Appendix 3A to the Report on Agenda Item 3

**MIDANPIRG CONCLUSIONS/DECISIONS ADDRESSING AIR NAVIGATION DEFICIENCIES**

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 5/27: ADEQUATE EQUIPMENT AND TRAINING/SUPERVISION OF PERSONNEL</b></p> <p>That, MID States be urged to make greater efforts to ensure adequate equipment and training and supervision of personnel involved in all aspects of Communications, Navigation and Surveillance Services.</p>	<p>Action taken</p>	
<p><b>CONCLUSION 5/28: TERRESTRIAL LINKS BETWEEN PTT AND AIRPORT</b></p> <p>That, States should be urged to improve the quality of terrestrial links between PTT and airport by using modern technology and/or providing back-up links.</p>		<p>Superseded by Conclusion 8/43.</p> <p>Improvement in the quality of PTT links</p>
<p><b>CONCLUSION 5/29: TABLE OF SHORTCOMINGS AND DEFICIENCIES IN THE MET FIELD</b></p> <p>That, MIDANPIRG tasks its COM/MET Sub-group with updating the Table of Shortcomings and Deficiencies in the MET field, given in <b>Appendix 4D</b>.</p>	<p>Action taken</p>	<p>See remarks in Conclusion 8/53</p>
<p><b>CONCLUSION 6/34: MONITORING AND FOLLOW-UP OF CORRECTIVE ACTIONS TO ALLEVIATE SHORTCOMINGS AND DEFICIENCIES</b></p> <p>That, States and Organizations which are assigned responsibility for corrective actions in relation to air navigation shortcomings and deficiencies are urged, through their executing bodies,</p> <ul style="list-style-type: none"> <li>a) to cooperate with the MID Regional Office and one another in the development of plans to alleviate shortcomings and deficiencies; and</li> <li>b) to provide the ICAO MID Regional Office with the information related to current and planned corrective actions which is necessary for the Regional Office and MIDANPIRG to carry out their monitoring and follow-up responsibilities.</li> </ul>		<p>Superseded by Conclusion 8/54</p>

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 6/35: TABLE OF SHORTCOMINGS AND DEFICIENCIES</b></p> <p>That, the table of Shortcomings and Deficiencies in the MET field at <b>Appendix 5D</b> is referred to the COM/MET Sub-Group for further breakdown of specific details and listing of concerned States.</p>	<p>Action taken</p>	<p>See remarks in Conclusion 8/53</p>
<p><b>CONCLUSION 7/44: REVISED UNIFORM METHODOLOGY, INCLUDING NEW DEFINITION OF DEFICIENCY, IN ADDRESSING THE DEFICIENCIES OF MID REGION</b></p> <p>That, States:</p> <ul style="list-style-type: none"> <li>a) note the introduction of this new single definition of ‘<i>deficiency</i>’ replacing “<i>shortcoming and deficiency</i>”; and</li> <li>b) adopt the revised uniform methodology as presented in the <b>Appendix 7A</b> to Agenda Item 3 in addressing the deficiencies of MID Region.</li> </ul>	<p>Action taken</p>	
<p><b>CONCLUSION 7/45: MONITORING AND FOLLOW UP OF CORRECTIVE ACTIONS TO ALLVIATE DEFICIENCIES IN AOP FIELD</b></p> <p>That, States and Organization which are assigned responsibility for corrective actions in relation to AOP deficiencies in the Air Navigation field as indicated at attached <b>Appendix 7B</b> to the report on Agenda Item 7 are urged through their executing bodies:</p> <ul style="list-style-type: none"> <li>- to provide the ICAO MID Regional Office with the information related to current and planned corrective actions, which are necessary for the Regional Office and MIDANPIRG to carry out their monitoring and follow up responsibilities.</li> </ul>		<p>Superseded by Conclusion 8/54</p>
<p><b>CONCLUSION 7/46: HARMFUL INTERFERENCE REPORT FORM</b></p> <p>That, an amendment be made in the MID ANP/FASID to take into account the harmful interference report form (as shown in the <b>Appendix 7F</b> to the report on Agenda Item 7).</p>	<p>Action taken</p>	<p>Only few States are using the report form</p>

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 7/47: HARMFUL INTERFERENCE TO RADIO FREQUENCY BANDS ALLOCATED TO THE AERONAUTICAL SERVICES</b></p> <p>That, States should</p> <ul style="list-style-type: none"> <li>a) develop, in coordination with frequency spectrum management authorities and considering relevant ITU procedures, suitable mechanism for detection and elimination of unauthorized transmission of causing interference to aeronautical service; and</li> <li>b) notify ITU causes of serious and persistent harmful interference, and the ICAO Regional, for further coordination on this matter, using the form of <b>Appendix 7F</b> to the report on Agenda Item 7.</li> </ul>	<p>On going</p>	<p>See remarks in Conclusion 7/46</p>
<p><b>CONCLUSION 7/48: IMPROVEMENT OF THE COORDINATION BETWEEN ATS, MET AND PILOTS</b></p> <p>That, ICAO invites the States in the MID Region, IATA and IFALPA to enhance the cooperation and coordination between MET, ATS and pilots including inter-disciplinary training and familiarization in order to improve exchange of safety related information eg. air reports.</p>	<p>On going</p>	
<p><b>CONCLUSION 7/49: DEFICIENCIES IN THE MET FIELD IN THE MID REGION</b></p> <p>That, the ICAO MID Regional Office survey by a questionnaire the status of implementation of facilities and services at Aeronautical MET offices in the MID Region.</p>	<p>Action taken</p>	<p>Only 7 States had completed and returned the questionnaire.</p> <p>See remarks in Conclusion 8/53.</p>
<p><b>DECISION 7/50: ELIMINATION OF THE DEFICIENCIES</b></p> <p>That, the ICAO MID Office carries out a detailed survey in collaboration with the MID States concerned by the deficiencies with priorities U and A and with the relevant International Organizations, in order to determine the problems the States are facing and how to solve these deficiencies. The results of such a survey and the experience gained should be reported to the MIDANPIRG/8.</p>	<p>Action taken</p>	<p>Superseded by Conclusion 8/54</p>

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 8/27: NOTIFICATION OF DIFFERENCES</b></p> <p>That, in accordance with Article 38 of the Convention on International Civil Aviation (Doc 7300), States which have not yet done so, notify ICAO of any differences, which may exist between their national regulations and ICAO provisions related to AIS/MAP and ensure that relevant information is also published under paragraph GEN 1.7 of their national AIP.</p>	Ongoing	Action by States
<p><b>DECISION 8/51: SAFETY OF AIR NAVIGATION SERVICES IN THE MID REGION</b></p> <p>That, with a view to enhance safety of air navigation services in the MID Region, a MIDANPIRG Air Navigation Safety Working Group is established with Terms of Reference and composition as at <b>Appendix 8H</b>, to address the issue of deficiencies at a regional level and assist States in the elimination of their deficiencies.</p>	Actioned	
<p><b>CONCLUSION 8/52: PROTECTING GNSS FROM HARMFUL INTERFERENCE IN THE MID REGION</b></p> <p>That considering, Para. (c) of Conclusion 7/8, regarding the Implementation of GNSS in the MID Region, footnotes <b>5.362B</b> and <b>5.362C</b> of ITU WRC - 2003 Conference, regarding the additional allocation of the band 1 559 – 1 610 MHz (which is used for elements of GNSS) to fixed service and in order to protect GNSS from harmful interference in the MID Region:</p> <ul style="list-style-type: none"> <li>i. MID Region States who have not done so should immediately refrain from using or allocating the band 1 559 – 1 610 MHz to fixed service.</li> <li>ii. MID Region States whose name is still in the footnotes should request ITU to delete their country's name from footnotes 5.362B and 5.362C.</li> <li>iii. Aeronautical community using GNSS in the MID Region when detecting harmful interference should immediately inform ICAO MID Region office using the Harmful Interference Report Form.</li> </ul>	Faxes Ref.: F.ME. 267, 268 and 269 dated 14 June 2004	ICAO MID Office is not informed about the actions taken by States.
<p><b>CONCLUSION 8/53: SURVEY OF STATES IMPLEMENTATION OF MET SERVICES AND FACILITIES</b></p> <p>That, the ICAO MID Regional Office perform a second survey with a revised questionnaire concerning the status of implementation of MET services and facilities in the MID Region as a basis for a review of deficiencies in the MET field.</p>	Action taken.	<p>Only minor differences to Annex 3 had been reported.</p> <p>CNS/MET SG/6 proposed Draft Conclusion 6/13 to replace MID Conclusion 8/53.</p>

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 8/54: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</b></p> <p>That, States:</p> <ol style="list-style-type: none"> <li>1) allocate sufficient resources for the elimination of the air navigation deficiencies listed at <b>Appendices 8A, 8B, 8C</b> and <b>8D</b> to the report of Agenda Item 8.</li> <li>2) are encouraged to set up an internal group of experts to examine the list of deficiencies and take appropriate actions with a view to recommend to their higher Civil Aviation Authorities solutions for elimination of deficiencies.</li> <li>3) formulate and review on a regular basis an action plan including the rationale for non-elimination of deficiencies, using the format presented as <b>Appendix 8G</b> to the report on Agenda Item 8. The first action plan to be submitted to the ICAO MID Regional Office for review, prior to the 31<sup>st</sup> December 2003.</li> </ol> <p><i>Note: Such group should also include other experts from out of the air navigation field as appropriate, for strengthening and effectiveness of recommendations.</i></p>	<p>Ongoing</p>	<p>State Letter AN 2/2 –242 dated 19 November 2003, has been sent to MID States in order to provide the ICAO MID Regional Office with the updated list of deficiencies and the action plan they had developed and implemented to eliminate these deficiencies. Seven (7) States have provided the requested action plan and updated list of deficiencies.</p> <p>Followed by ICAO Secretary General State Letter M 6/1 dated 15 July 2004.</p>

-----

ANS WG/1  
Report on Agenda Item 4

---

**REPORT ON AGENDA ITEM 4:      REVIEW OF DEFICIENCIES IN THE AIR NAVIGATION FIELDS**

4.1            The meeting recalled that, in discussing methods to resolve air navigation deficiencies, the ICAO Council observed that many deficiencies continue to persist for a number of years thus causing concern. While recognizing that problems with funding could be one of the delaying factors in eliminating deficiencies by State(s), it was decided that States should be reminded of their responsibility under Article 28 of the *Convention on International Civil Aviation* (Doc 7300) for providing safe air navigation services. Furthermore, States should increase their efforts to overcome the delay in mitigating the air navigation deficiencies identified by Planning and Implementation Regional Groups (PIRGs). The Council requested that measures be taken to accord priority to this matter through the allocation of adequate financial and human resources.

4.2            The meeting was informed that ICAO Air Navigation Commission and the Council reviewed the MIDANPIRG/8 report which included a list of air navigation deficiencies. The Council further, noted MIDANPIRG/8 Decision 8/51 related to the establishment of the Air Navigation Safety Working Group and called upon the Secretary General to extend the approach detailed therein to other regions which have not done so and to develop a methodology that would result in the allocation of appropriate priorities in addressing deficiencies.

4.3            As a follow-up action to the ICAO Council Decision 154/19, the Secretary General addressed the Ministers of Civil Aviation in State letters M 6/1-02/79 dated 27 September 2002 and M6/1 dated 15 July 2004 which enclosed individual lists of deficiencies pertaining to States concerned inviting their attention to resolve the deficiencies through the allocation of appropriate resources.

4.4            The Working Group was apprised of the outcome of the second meeting of MIDANPIRG Member States (MMS/2) held in Bahrain 19-21 September 2004 pertaining to air navigation deficiencies.

4.5            The meeting recalled MIDANPIRG/8 Conclusion 8/54 inviting MID States to allocate sufficient resources for the elimination of the air navigation deficiencies and urging them to inform ICAO of any implementation problems they encounter in the elimination of deficiencies within their State(s) giving the rationale for non-elimination of deficiencies. To this end, States were requested to formulate and review on a regular basis an action plan including the rationale for non-elimination of deficiencies, using the format at **Appendix 4L** to the report on Agenda Item 4. Seven (7) States only have replied by submitting this form to the Regional Office and in most cases without giving the rationale for non-elimination.

4.6            Based on the foregoing, the meeting endorsed an amendment to the form used for the identification, assessment and reporting of air navigation deficiencies proposed by the Secretariat with a view to analysing the rationale for non elimination of these deficiencies. The updated form is attached as **Appendix 4A** to the report on Agenda Item 4. It may be noted that 4 different root causes were retained as main rationales for non elimination of deficiencies:

- F: the rationale for non elimination is due to a **Finance** problem
- H: the rationale for non elimination is due to a lack of **Human** resources/expertise
- S: the rationale for non elimination is due to a **State** reason (military/political issue)
- O: **Other** unknown causes.

ANS WG/1  
Report on Agenda Item 4

---

4.7 The Working Group endorsed consequently the following Draft Conclusion:

***DRAFT CONCLUSION 1/1: AMENDMENT TO THE FORM USED FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES***

*That, with a view to analyse the rationale for non-elimination of the air navigation deficiencies, ICAO considers the amendment of the uniform methodology for the identification, assessment and reporting of air navigation deficiencies to incorporate the revised form as in **Appendix 4A** to the report on agenda item 4.*

4.8 IATA informed the meeting that they receive reports from airlines requesting assistance in resolving air navigation deficiencies, which affect flight operations, safety and security. However, many of these requests are not resolved immediately by States and, thus, are included in the IATA Regional Deficiency database. Deficiencies that have serious implications on airline operations, result in additional operating cost and lower levels of safety. The following are some examples of the deficiencies that impact airline operations:

- a) Lack of meteorological information such as timely dissemination of METARs or TAFs.
  - Impact for airlines: Delays in departure of flight and carriage of additional fuel.
- b) Poor runway and taxiway infrastructure.
  - Impact for airlines: additional taxi time to avoid deficient taxiway, runway, and unnecessary diversion to other airports.
- c) Lack of VHF/HF communications.
  - Impact for airlines: No pilot-ATC controller voice exchange.
- d) Dissemination of aeronautical information such as NOTAMs.
  - Impact for airlines: lack of Pilot/Dispatcher awareness for changes or new procedures.

4.9 Concern was expressed about the information given by IATA, which is general in nature and gives impression that those deficiencies are common to all MID States. Clarification was requested also about the content of the IATA Regional Deficiency database and its consistency with the deficiencies reported by MIDANPIRG and its subsidiary bodies. It was clarified that the content of this database is almost similar to that listed in MIDANPIRG/8 report with some additions and that IATA will provide the next ANS WG/2 meeting with the full list of air navigation deficiencies as in their database.

4.10 It was also stressed that when dealing with deficiencies, the standard definition of deficiency adopted by the ICAO Council in November 2001 should be used as basis to avoid different interpretations of the problems raised, which could be classified as complaints/mission findings rather than deficiencies:

*“A Deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and /or efficiency of international civil aviation.”*

4.11 Jordan informed the meeting that Amman Centre is experiencing difficulties related to the implementation of AFTN circuit or to the upgrade of some existing main circuits, which are non compliant with the new technology (digital links with high speed). The meeting noted also that the Amman-Jeddah circuit, which is not in the plan was implemented at 64 Kb. The Secretariat clarifies that the main issue is the lack of coordination between Centres, that should be discussed

ANS WG/1  
Report on Agenda Item 4

---

in detail during the next meeting of the AFS/ATN Task Force to be convened in Cairo, 14-15 March 2005.

4.12 The updating of the list of deficiencies, which is considered as a living document, is an on-going activity for the Secretariat to reflect the identified/reported air navigation deficiencies in the MID Region. Taking into consideration the information provided during the meeting, the Working Group reviewed and updated the list of deficiencies in the AIS/MAP, AOP, ATM and CNS fields using the proposed amended form as shown at **Appendices 4B, 4C, 4D and 4E** to the report on Agenda Item 4 respectively.

4.13 The analysis of the list of MID States air navigation deficiencies shows that some of them is due to lack of resources; however, this is not the case for all States. Either Civil Aviation Administrations are not putting enough pressure on their authorities to allocate funds in their budgets to rectify these deficiencies, or they do not have the autonomous status to use their revenues to rectify deficiencies, train personnel and modernize their facilities and air navigation services and to establish a dialogue with the political and military authorities as part of civil/military coordination.

4.14 A quantitative analysis of MID States' air navigation deficiencies is presented hereunder. The tables and graphs presented at **Appendices 4F, 4G, 4H, 4I, 4J and 4K** were developed for this purpose and show that:

- The total number of deficiencies in the air navigation fields varies between 3 and 24 deficiency per State.
- The distribution of these deficiencies between the different fields is as follow:  
AIS/MAP: 40%, AOP: 15%, ATM/SAR: 24% and CNS: 21%.
- The priority for the elimination of deficiencies in the different fields of air navigation is at **Appendix 4K**: U: 31%, A: 41% and B: 28%. Their distribution by air navigation field is shown at **Appendix 4I** to the report on agenda item 4:
  - ✓ **AIS/MAP.** U: 36%, A: 52% and B: 12%
  - ✓ **AOP.** U: 61%, A: 39% and B: 0%
  - ✓ **ATM/SAR.** U: 0%, A: 31% and B: 69%
  - ✓ **CNS:** U: 37%, A: 33% and B: 30%
- The rationale for non-elimination of deficiencies in the different air navigation fields is shown at **Appendix 4K**: F: 17%, H: 22%, S: 32% and O: 29%. Their distribution by air navigation field is at **Appendix 4J** to the report on agenda item 4:
  - ✓ **AIS/MAP.** F: 28%, H: 39%, S: 5% and O: 28%
  - ✓ **AOP.** F: 36%, H: 35%, S: 18% and O: 11%
  - ✓ **ATM/SAR.** F: 0%, H: 1%, S: 95% and O: 4%
  - ✓ **CNS:** F: 5%, H: 5%, S: 18% and O: 72%

4.15 While reviewing the list of deficiencies, the Working Group noted that the totality of the deficiencies in the ATM field are related to the non implementation of ATS routes required by the MID Basic ANP. The meeting recognized in this regard, that the rationale for non-implementation does not relate to lack of resources and that these deficiencies are mainly attributed to either State (political issue) and/or Military conditions/reasons. This is reflected also in the priority field where a "B" priority was put for all these deficiencies showing that they represent requirements necessary for air navigation regularity and efficiency and that there is no

ANS WG/1  
Report on Agenda Item 4

---

effect on safety. However, the need to review some of the requirements of the MID Basic ANP pertaining to ATS routes, which could not be implemented, was also expressed. In this regard, IATA was requested to take into account the concern of States and review their requirements for implementation of some ATS routes. The meeting agreed that this issue should be discussed during the next ATM/SAR/AIS Sub-Group meeting.

4.16 The meeting noted that the deficiency related to the lack of Search and Rescue agreements between neighbouring States is a deficiency that concerns all MID States and is carried over since 1994. The meeting recognized that this is a political issue which concerns not only the Civil Aviation Authorities within a State and agreed that the idea of organizing a forum by individual State/Group of States that involves all concerned parties, including ICAO MID Regional Office, should be considered in order to find appropriate solutions.

4.17 Based on the foregoing, the meeting endorsed the following Draft Conclusions:

***DRAFT CONCLUSION 1/2: REVIEW OF THE REQUIREMENTS PERTAINING TO ATS ROUTES***

*That, taking into consideration the unlikelihood to implement certain ATS routes in the MID Region:*

- a) IATA reconsiders its requirements for implementation of some ATS routes in the MID Region; and*
- b) the ATM/SAR/AIS Sub-Group takes into account the concern of States regarding some ATS route requirements which can not be implemented.*

-----

ANS WG/1  
Appendix 4A to the Report on Agenda Item 4

**Reporting Form on Air Navigation Deficiencies**

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*

-----

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

ANS WG/1  
Appendix 4B to the Report on Agenda Item 4

**Deficiencies in the AIS/MAP field  
AFGHANISTAN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para 4.1.1		Newly Restructured AIP	June 1996	F H O	Need to produce and issue the new restructured AIP	Afghanistan	Dec. 2005	U	
2	ANNEX 15: Para 4.2.9 & 4.3.7		Lack of regular and effective updating of the AIP	January 2003	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Afghanistan	Dec. 2005	U
3	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	ICAO to follow up with State	F H O	Need for implementation of AIRAC requirements	Afghanistan	Sep. 2005	U
4	ANNEX 15: Para 3.6.4		Implementation of WGS 84	December 1997		F H O	Need to implement WGS-84	Afghanistan	Dec. 2005	U
5	ANNEX 15 Para. 3.2		Implementation of a Quality System	January 2003		F H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Afghanistan	Dec. 2006	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
6	ANNEX 15 Para. 5.2.8.3		Non-production of the monthly printed plain language summary of NOTAM	January 2003		H O	Need to produce the monthly printed plain language summary of NOTAM	Afghanistan	Jun. 2005	A
7	ANNEX 4 Para. 7.2		Non-production of the Enroute Chart-ICAO	May 1995		F H O	Need to produce the Enroute Chart-ICAO	Afghanistan	Dec. 2005	A
8	ANNEX 15: Para 4.1.1		Non-production of Aerodrome Obstacle Chart-ICAO Type A	May 1995		F H O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Afghanistan	Sep. 2005	A
9	ANNEX 15: Para 4.2.9 & 4.3.7		Non-production of Aerodrome/ Heliport Chart - ICAO	May 1995		F H O	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int'l Aerodromes	Afghanistan	Dec. 2005	A
10	ANNEX 15: Para 6.		Non-production of Instrument Approach Chart-ICAO	January 2003		F H O	Need to produce Instrument Approach Chart-ICAO for all Int'l Aerodromes	Afghanistan	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
11	ANNEX 15: Para 3.6.4		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Afghanistan	Dec. 2006	B
12	ANNEX 15 Para. 3.2		Non provision of pre-flight information service at international airports	Mar. 2004		F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Afghanistan	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
BAHRAIN

Item Nb	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
1	ANNEX 15 Para. 3.2		Implementation of a Quality System	January 2003		H Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Bahrain	Dec. 2004	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
EGYPT

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 4 Para. 3.2		Non-production of Aerodrome Obstacle Chart-ICAO Type A	Mar 2004	For some RWYs in Egypt, the Aerodrome Obstacle Chart- ICAO Type A has not been produced	F O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Egypt	Sep. 2005	A
2	ANNEX 4 : Chart production requirements		Non-production of Precision Approach Terrain Chart-ICAO	Jan 2003		F O	Need to produce Precision Approach Terrain Chart-ICAO for precision approach RWYs CAT II and III.	Egypt	Dec. 2005	A
3	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Egypt	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
IRAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Iran	Jun. 2005	A
2	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003	ICAO to follow up with State	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Iran	Dec. 2005	U
3	ANNEX 4 Para. 3.2		Non-production of Aerodrome Obstacle Chart-ICAO Type A	May 1995	ICAO to follow up with State	F O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Iran	Sep. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item Nb	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
4	ANNEX 4 Para. 13.2		Non-production of Aerodrome/ Heliport Chart - ICAO	May 1995		F H	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int'l Aerodromes	Iran	Dec. 2005	A
5	ANNEX 4 Para. 6.2		Precision Approach Terrain Chart-ICAO for Tehran Mehrabad Int'l Airport RWY 29L not updated	July 2001		F H	Precision Approach Terrain Chart-ICAO for Tehran Mehrabad Int'l Airport RWY 29L has to be updated	Iran	June 2005	A
6	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iran	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
IRAQ

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
1	ANNEX 15: Para 4.1.1		Newly Restructured AIP	June 1996	F H O	Need to produce and issue the new restructured AIP	Iraq	Dec. 2005	U
2	ANNEX 15: Para 4.2.9 & 4.3.7		Lack of regular and effective updating of the AIP	January 2003	F H O	ICAO to follow up with State	Iraq	Dec. 2005	U
3	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	F H O	ICAO to follow up with State	Iraq	Sep. 2005	U
4	ANNEX 15: Para 3.6.4		Implementation of WGS-84	December 1997	F H O	Need to implement WGS-84	Iraq	Dec. 2005	U
5	ANNEX 15 Para. 3.2		Implementation of a Quality System	January 2003	F H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Iraq	Dec. 2006	U
6	ANNEX 15 Para. 5.2.8.3		Non-production of the monthly printed plain language summary of	January 2003	H O	Need to produce the monthly printed plain language	Iraq	Jun. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
			NOTAM			summary of NOTAM			
7	ANNEX 4 Para. 7.2		Non-production of the Enroute Chart-ICAO	May 1995	F H O	Need to produce the Enroute Chart-ICAO	Iraq	Dec. 2005	A
8	ANNEX 4 Para. 13.2		Non-production of Aerodrome/ Heliport Chart - ICAO	May 1995	F H O	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int'l Aerodromes	Iraq	Dec. 2005	A
9	ANNEX 4 Para. 11.2		Non-production of Instrument Approach Chart-ICAO	January 2003	F H O	Need to produce Instrument Approach Chart-ICAO for all Int'l Aerodromes	Iraq	Dec. 2005	A
10	ANNEX 4: Chart production requirements		Non-production of Precision Approach Terrain Chart-ICAO	Jan 2003	F H O	Need to produce Precision Approach Terrain Chart-ICAO for precision approach RWYs CAT II and III.	Iraq	Dec. 2005	A
11	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iraq	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
12	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Mar. 2004		F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Iraq	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

4B-11

**Deficiencies in the AIS/MAP field  
ISRAEL**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Israel	Sep. 2005	U
2	ANNEX 15: Para 3.6.4		Implementation of WGS-84	December 1997		H O	Need to implement WGS-84	Israel	Dec. 2005	U
3	ANNEX 15 Para. 3.2		Implementation of a Quality System	January 2003		H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Israel	Dec. 2006	U
4	ANNEX 15 Para. 5.2.8.3		Non-production of the monthly printed plain language summary of NOTAM	January 2003		H	Need to produce the monthly printed plain language summary of NOTAM	Israel	Jun. 2005	A
5	ANNEX 4 Para. 7.2		Non-production of the Enroute Chart-ICAO	May 1995		S O	Need to produce the Enroute Chart-ICAO	Israel	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
6	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Mar. 2004		H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Israel	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

4B-13

Deficiencies in the AIS/MAP field  
JORDAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para. 6.		Lack of implementation of AIRAC System	Mar. 2004	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Jordan	Sep. 2005	U
2	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	E H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Jordan	Dec. 2004	A
32	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Jordan	Dec. 2006	U
43	ANNEX 4: Para. 7.2		Non-production of the En route Chart-ICAO	May. 1995		F H O	Need to produce the Enroute Chart-ICAO	Jordan	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the AIS/MAP field  
KUWAIT**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Kuwait	Sep. 2005	U
2	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	H O	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Kuwait	Dec. 2005	A
3	ANNEX 15 Para. 3.2		Implementation of a Quality System	January 2003		H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Kuwait	Dec. 2006	U
4	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Kuwait	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the AIS/MAP field  
LEBANON**

Item Nb	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Lebanon	Dec. 2005	A
2	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Lebanon	Dec. 2006	U
3	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Lebanon	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
OMAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	Mar 2004	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Oman	Sep. 2005	U
2	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Oman	Dec. 2004	A
32	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Oman	Dec. 2006	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
QATAR

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Qatar	Dec. 2005	A
2	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Qatar	Dec. 2006	U
3	ANNEX 4 Para. 13.2		Non-production of Aerodrome/ Heliport Chart - ICAO	May 1995		H O	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int'l Aerodromes	Qatar	Dec. 2005	A
4	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Mar. 2004		H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Qatar	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the AIS/MAP field  
SAUDI ARABIA**

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
1	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.   H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Saudi Arabia	Jun. 2005	A
2	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003	H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Saudi Arabia	Dec. 2006	U
3	ANNEX 4 Para. 7.2		Non-production of the Enroute Chart-ICAO	May 1995	F O	Need to produce the Enroute Chart-ICAO	Saudi Arabia	May. 2005	A
4	ANNEX 4 Para. 3.2		Non-production of Aerodrome Obstacle Chart-ICAO Type A	Mar 2004	For some RWYs in Saudi Arabia, the Aerodrome Obstacle Chart-ICAO Type A has not been produced   F H O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Saudi Arabia	May. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
5	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Saudi Arabia	Dec. 2005	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
SYRIA

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para 4.2.9 & 4.3.7		Lack of regular and effective updating of the AIP	January 2003	ICAO to follow up with State	F H	Need to update the AIP on a regular basis	Syria	Jun. 2004	U
21	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	ICAO to follow up with State	F H	Need for implementation of AIRAC requirements	Syria	Sep. 2005	U
32	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Syria	Dec. 2005	A
43	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Syria	Dec. 2006	U
54	ANNEX 4 Para. 3.2		Non-production of Aerodrome Obstacle Chart-ICAO Type A	Mar 2004	For some RWYs in Syria, the Aerodrome Obstacle Chart-ICAO Type A has not been produced	F H	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Syria	Apr. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

4B-21

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
65	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Syria	Apr. 2005	B
7	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Mar. 2004		E H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Syria	Dec. 2004	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
U.A.E

Item Nb	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	ANNEX 4 Para. 3.2		Non-production of Aerodrome Obstacle Chart-ICAO Type A	Mar 2004	For some RWYs in UAE, the Aerodrome Obstacle Chart- ICAO Type A has not been produced	O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	UAE	Apr. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the AIS/MAP field  
YEMEN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para 4.2.9 & 4.3.7		Lack of regular and effective updating of the AIP	January 2003	ICAO to follow up with State	F H	Need to update the AIP on a regular basis	Yemen	Dec. 2005	U
2	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Yemen	Sep. 2005	U
3	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	F H O	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Yemen	Dec. 2005	A
4	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Yemen	Dec. 2006	U
5	ANNEX 4 Para. 7.2		Non-production of the Enroute Chart-ICAO	May 1995		F H	Need to produce the Enroute Chart-ICAO	Yemen	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
6	ANNEX 4 Para. 3.2		Non-production of Aerodrome Obstacle Chart-ICAO Type A	Mar 2004	For some RWYs in Yemen, the Aerodrome Obstacle Chart-ICAO Type A has not been produced	F H	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Yemen	Sep. 2005	A
7	ANNEX 4 Para. 11.2		Non-production of Instrument Approach Chart-ICAO	January 2003	Yemen has produced the Instrument Approach Chart-ICAO except for TAIZ/Ganad (OYTZ) Airport	O	Need to produce Instrument Approach Chart-ICAO for all Int'l Aerodromes	Yemen	Dec. 2005	A
8	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Yemen	Dec. 2006	B
9	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Mar. 2004		F H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Yemen	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

ANS WG/1  
Appendix 4C to the Report on Agenda Item 4

**Deficiencies in the AOP field  
AFGHANISTAN**

Identification		Deficiencies				Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
Annex 14 Vol. I FASID Table AOP-1 MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	Kabul Intl. Airport	No VASIS on RWY 11/29	April 2000	Operations should be restricted to daylight VMC only	F, H, S	Operations should be restricted to daylight VMC only	DGCA	Dec. 2005	U
		No ILS RWY 11/29;	April 2000		F, H, S		DGCA	Dec. 2005	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP field  
EGYPT

Identification		Deficiencies				Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3, ASIA/PAC/3, Rec. 4/2, 4/10	Aswan Int'l Airport	Inadequate runway 35 markings and first 200m RWY unusable while there is no displaced threshold markers	Sep. 2002		F, H	RWY Markings need to be refurbished and displaced threshold markers are required	EAC	Dec. 2005	U
	Cairo Int. Airport	RWY 05R/23L surface is severely coated with rubber deposits, in particular TDZ	Sep. 2002		F, H	Rubber deposits are to be removed	CAC	Dec. 2005	A
		RWY 05R lights have variable luminosity	April 2003		F	Lights to be rectified (Improved and be completely alleviated)	CAC	Dec. 2005	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Identification		Deficiencies				Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
		Closeness of the aerobridge power supply cable to number 1 engine position on the A330 and to number two position on the A340 aircrafts while parked at the gate	Feb. 2004	Situation result into, the chances to be sucked into the engines when taxing in or during engine starts for departure	H	Safe distance is to be maintained and cable aerobridge is to be shielded	CAC	Dec. 2005	A
Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Hurghada Int'l Airport	Apron lighting is inadequate	Sep. 2002		F	Apron lighting is to be improved	EAC	Dec. 2005	U
		Runway Marking inadequate	April 2003		F	Markings are to be improved	EAC	April 2005	A
		Heavy rubber accretion on runway	Sep. 2002		F, H	Rubber coats are to be removed	EAC	April 2005	A
Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Luxor Int'l airport	Runway surface rough with heavy rubber accretion	Sep. 2002		F, H	Rubber deposits are to be removed and RWY Surface to be refurbished	EAC	Dec. 2005	A
		PAPIS/VASIS not available	Sep. 2002		F, H		EAC	Dec. 2005	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP field  
IRAN

Identification		Deficiencies				Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3 MID/3, Conc.1/6, Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	Mehrabad Int'l Airport	Precision approach lighting of RWY 29L has decreased to 600m due to highway interference	July 2001	Require is for ILS  APP has increased to 1200m	F, S, O	Lighting needs to be reinstalled on supports (Under progress)	CAO	Dec. 2005	U
		Apron flood lighting is not adequate	April 2003		F, H		CAO	Dec. 2005	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

**Deficiencies in the AOP field  
ISRAEL**

Identification		Deficiencies				Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3 ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	No high speed turn off end of RWYs: 21/03 and RWY 26	Jan. 2003		S, O		EDF	Dec. 2005	A
		No taxiways to RWYs 26 and 21, and from 08 and 03	Jan. 2003	For RWYs 26 and 21, taxing is on active RWYS	S, O		EDF	Dec. 2005	U
		Using visuals to runway 30 for arrivals and for departures	Feb. 2004		S, H, O	ATC insist on maintaining 4000ft until Past abeam runway threshold then cleared visual for runway. Performance requires stay inside 3.8 DME BGN for safety reasons.	EDF	Dec. 2005	U
Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Elat Int. Airport	Single runway used as taxiway , two turn-offs at south end (other turn-off is restricted) , Runway width is 30 meters	Jan. 2003	Loop available at end of RWY 03	F, S		EDF	Dec. 2005	A
		No approach lighting	Jan. 2003	PAPI (RWY 03) and APAPI ( RWY 21)	F		EDF	Dec. 2005	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Identification		Deficiencies				Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
		No taxiway	Jan. 2003		F		EDF	Dec. 2005	A
		Aprons – limited space that is too close to runway	Jan. 2003		S, O		EDF	Dec. 2005	U
		Localizer (LOC) App. and DME plus PAPIS	Jan. 2003	VOR/DME (LOT) available. Unstable LOC App due to ground movement interference (Notamed)	H, O		EDF	Dec. 2005	A
				<u>Note:</u> Not recommended for use by big jets (wide-body/4 engines)					
Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Ovda Int. Airport	Non-Standard taxiways lighting	Jan 2002		H	Lightings are to be rectifies	DF	Dec. 2005	U
		No approach lighting on RWY 02R/20L.	July 2000	Usually RWY 02L/20/20R in use (with non-standard PP. lights -SALS and PAPI)– available with VOR App.	F, H	App. Lighting to be provided as soon as possible.	DF	Dec. 2005	U
		No lighted sign with RWY designators	Jan 2002		H	Sign to be provided	DF	Dec. 2005	U

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

4C-7

Identification		Deficiencies				Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
		Threshold markings/lighting do not conform to ICAO SARPs.	July 2000		H	To be rectified	DF	Dec. 2005	U
		Limited parking space	Jan 2002	One wide-body plus 3 smaller aircraft  <u>Note:</u> Recommended for operations with minima not less than alternate minima	H, S, O	Reconsider Apron planning	DF	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP field  
SYRIA

Identification		Deficiencies				Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Damascus int'l Airport	Difficulty parking B747-400 and B777 at Stands A10 and A11	Sep. 2002	Syrian AIP Chart dated 15 May 2004 _ Ground surface Movement/Stands is not clear, while no explanatory table was attached  State (ref. Fax dated 2 Mar. 05) advised that Difficulty parking B747-400 and B777 at stands A10 & A11 was solved	H, S		DGCA	Dec. 2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AOP field  
U.A.E.

Identification		Deficiencies				Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3 MID/3, Conc.1 / 4	Dubai Int'l Airport	(X) Category II operations for Dubai -RWY 12L/30/R has been resumed.  Category III is expected to take at least one year	Sep. 2002	Refer to CNS List of Deficiencies for same deficiency	S	(X) Completion of regulatory process, Refer to CNS descriptions on same deficiency	DCA	Dec. 2005	U

-----

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

ANS WG/1  
Appendix 4D to the Report on Agenda Item 4

**Deficiencies in the ATM/SAR field  
AFGHANISTAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  -ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A
2	MIDANP Table ATS-1  Plan of ATS routes	Afghanistan Uzbekistan	Segment of ATS route A219 not implemented	5/12/97	ICAO to follow up with States to determine what action is needed to achieve implementation Probably to extend B466 till TERMEZ in the MID Plan and delete requirement for A219.	O	Segment Kandahar – Termez: Not implemented	Afghanistan Uzbekistan	Dec. 2005	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
BAHRAIN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
4	MIDANP Table ATS-1  Plan of ATS routes	Bahrain Iran Qatar	-ATS route A453 not implemented	5/12/97	Initial direct alignment KISH - BAHRAIN was changed to pass via PIMAL. Still not yet implemented -Economic impact -Not affecting safety	S	States to follow-up	Bahrain Iran ICAO	Dec. 2005	B
21	MIDANP Table ATS-1  Plan of ATS routes	Bahrain Qatar Saudi Arabia	ATS route B419 not implemented	5/12/97	Not implemented Doha - King Fahd -Economic impact Subject to military restrictions Saudi Arabia ready to implement	S	States to continue negotiations with one another and military	Bahrain Qatar Saudi Arabia	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM/SAR field  
EGYPT**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  -ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A
2	MIDANP Table ATS-1  Plan of ATS routes	Bahrain Iran Qatar	ATS route A453 not implemented	5/12/97	Initial direct alignment KISH – BAHRAIN was changed to pass via PIMAL. Still not yet implemented Economic impact Not affecting safety	S	States to follow -up	Bahrain Iran ICAO	Dec. 2005	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
3	MIDANP Table ATS-1  Plan of ATS routes	Iran	ATS route G665 not implemented	5/12/97	Implemented, but segment Shiraz - NABOD is only available at night -economic impact only -not affecting safety	S	ICAO to follow up with Iran to determine what action is needed to achieve full implementation	ICAO	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	MID ANP Table ATS-1	Iraq	With the recent developments in Iraq, the ATS route requirements over Baghdad FIR is being reviewed in consultation with the State, IATA and the coalition forces		-To follow -up with all parties concerned.  -Need for review communication coordination procedures have been highlighted	H,S,O	-New requirements being identified in consultation with the State, IATA and the coalition forces  -Parallel route network developed within the framework of informal coordination meetings organized by ICAO. Tentative implementation date 25 November 2004	Iraq, ICAO, IATA, Coalition Forces	Dec.2004  Pending LoA signature	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
2	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  -ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
ISRAEL

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  -ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A
2	MIDANP Table ATS-1  Plan of ATS routes	Israel Jordan Syria	ATS route A412 not implemented	5/12/97	Jerusalem to Amman not yet implemented <i>(Informed by Jordan that implementation not possible at present -non-technical nature of issue noted)</i>  <i>Segment Amman – Tanf shown as A 52)</i>	S	ICAO to follow up with States to determine what action is needed to achieve implementation	States  ICAO to assist	Dec.2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
3	MIDANP Table ATS-1  Plan of ATS routes	Israel Cyprus	ATS route B406 not implemented	5/12/97	No sections implemented Implemented as B17/UB17 Larnaca-MERVA(FIR BDY)	S/O	To be followed by both the ICAO EUR and MID Offices	Israel Cyprus ICAO to assist	Dec. 2006	B
4	MIDANP Table ATS-1  Plan of ATS routes	Israel Jordan	ATS route G664 not implemented	5/12/97	A route exists within Nicosia FIR till boundary of Tel Aviv FIR (APLON-LEDRA -SOLIN) Requirement is from Ben Gurion to Amman Non-technical nature of issue noted	S	The need for the establishment of an ATS route between Ben Gurion and Amman has been identified.	Israel Jordan ICAO to assist	Dec 2006	B
5	MIDANP Table ATS-1  Plan of ATS routes	Israel Jordan Syria	ATS route R653 not implemented	5/12/97	-No sections implemented -Non-technical nature of issue noted -aircraft using alternative routes -economic impact only	S		States/IAT A and ICAO to assist	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
JORDAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	MIDANP Table ATS-1  Plan of ATS routes	Israel Jordan Syria	ATS route A412 not implemented	5/12/97	Jerusalem to Amman not yet implemented <i>(Informed by Jordan that implementation not possible at present -non-technical nature of issue noted)</i>  Segment Amman – Tanf shown as A 52)	S	ICAO to follow up with States to determine what action is needed to achieve implementation	States ICAO to assist	Dec.2006	B
2	MIDANP Table ATS-1  Plan of ATS routes	Jordan Syria	ATS route B412 not implemented	5/12/97	-Most segments not implemented. Jordan ready to implement. <i>-Only segment RBG - King Abdulaziz implemented</i>	S	-States to co-ordinate to finalize implementation -Informal meeting proposed by ATM/SAR/AIS SG/7 -Realignment would be considered	Jordan Syria ICAO to assist	Dec. 2006	B
3	MIDANP Table ATS-1  Plan of ATS routes	Jordan Lebanon Turkey	ATS route B545 not implemented	5/12/97	Segment MUT-BALMA: Implemented as UL620. Segment KHALDEH-AMMAN: Not implemented -Non-technical nature -Economic impact Segment BALMA - Khaldeh: B15)	S	To be discussed in EMAC*** meetings. ICAO to follow -up	Jordan Lebanon Syria	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
4	MID ANP Table ATS-1  Plan of ATS routes	Jordan Syria	ATS route G662 not implemented	5/12/97	Not implemented Damascus to Guriat	S	States to continue coordination to achieve implementation	Jordan Syria	Dec. 2006	B
5	MID ANP Table ATS-1  Plan of ATS routes	Israel Jordan	ATS route G664 not implemented	5/12/97	A route exists within Nicosia FIR till boundary of Tel Aviv FIR (APLON-LEDRA-SOLIN) Requirement is from Ben Gurion to Amman Non-technical nature of issue noted	S	The need for the establishment of an ATS route between Ben Gurion and Amman has been identified.	Israel Jordan ICAO to assist	Dec 2006	B
6	MID ANP Table ATS-1  Plan of ATS routes	Israel Jordan Syria	ATS route R653 not implemented	5/12/97	-No sections implemented -Non-technical nature of issue noted -aircraft using alternative routes -economic impact only	S		States, IATA and ICAO to assist	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
KUWAIT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  -ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
LEBANON

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  -ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A
2	MIDANP Table ATS-1  Plan of ATS routes	Lebanon Syria	ATS route B410 not implemented	5/12/97	UL620 proceeding to BALMA then, R655-Chekka Chekka-Damascus to be implemented -Non-technical nature -Economic impact -Aircraft using longer routes	S	To be discussed in EMAC*** meetings.	Syria ICAO to assist	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
3	MIDANP Table ATS-1  Plan of ATS routes	Jordan Lebanon Turkey	ATS route B545 not implemented	5/12/97	Segment MUT-BALMA: Implemented as UL620. Segment KHALDEH-AMMAN: Not implemented -Non-technical nature -Economic impact <i>Segment BALMA - Khaldeh: B15)</i>	S	To be discussed in EMAC*** meetings. ICAO to follow -up	Jordan Lebanon Syria	Dec. 2006	B
4	MIDANP Table ATS-1  Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	5/12/97	Not implemented DAKWE - Damascus Economic impact- alternative routes available but longer -Not affecting safety	S	ICAO to follow -up	Lebanon Syria	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM/SAR field  
OMAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  -ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
QATAR

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  -ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A
2	MIDANP Table ATS-1  Plan of ATS routes	Qatar Saudi Arabia	ATS route A415 not implemented	5/12/97	Doha to King Khalid implemented at variance with the Plan . slightly longer -Military restrictions Economic impact -Not affecting safety	S	Saudi Arabia and Qatar to continue negotiations to open this route.	Saudi Arabia Qatar	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
3	MIDANP Table ATS-1  Plan of ATS routes	Bahrain Iran Qatar	ATS route A453 not implemented	5/12/97	Initial direct alignment KISH – BAHRAIN was changed to pass via PIMAL. Still not yet implemented -Economic impact -Not affecting safety	S	States to follow -up	Bahrain Iran ICAO	Dec. 2005	B
4	MIDANP Table ATS-1  Plan of ATS routes	Bahrain Qatar Saudi Arabia	ATS route B419 not implemented	5/12/97	Not implemented Doha - King Fahd -Economic impact Subject to military restrictions Saudi Arabia ready to implement	S	States to continue negotiations with one another and military	Bahrain Qatar Saudi Arabia	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
SAUDI ARABIA

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	All MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A
2	MIDANP Table ATS-1  Plan of ATS routes	Qatar Saudi Arabia	ATS route A415 not implemented	5/12/97	Doha to King Khalid implemented at variance with the Plan . slightly longer -Military restrictions Economic impact -Not affecting safety	S	Saudi Arabia and Qatar to continue negotiations to open this route.	Saudi Arabia Qatar	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
3	MIDANP Table ATS-1  Plan of ATS routes	Bahrain Qatar Saudi Arabia	ATS route B419 not implemented	5/12/97	Not implemented Doha - King Fahd -Economic impact Subject to military restrictions Saudi Arabia ready to implement	S	States to continue negotiations with one another and military	Bahrain Qatar Saudi Arabia	Dec. 2006	B
4	MIDANP Table ATS-1  Plan of ATS routes	Saudi Arabia U.A.E.	ATS route G660 not implemented	5/12/97	Not implemented King Abdulaziz to Abu Dhabi -Economic impact -Not affecting safety	S	States to organize informal coordination meeting to review route structure from Gulf south into Arabian Peninsula	States	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A
2	MIDANP Table ATS-1  Plan of ATS routes	Israel Jordan Syria	ATS route A412 not implemented	5/12/97	Jerusalem to Amman not yet implemented <i>(Informed by Jordan that implementation not possible at present -non-technical nature of issue noted)</i> Segment Amman – Tanf shown as A 52)	S	ICAO to follow up with States to determine what action is needed to achieve implementation	States  ICAO to assist	Dec.2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

## 4D-21

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
3	MIDANP Table ATS-1  Plan of ATS routes	Lebanon Syria	ATS route B410 not implemented	5/12/97	UL620 proceeding to BALMA then, R655-Chekka Chekka- Damascus to be implemented -Non –technical nature -Economic impact -Aircraft using longer routes	S	To be discussed in EMAC*** meetings.	Syria ICAO to assist	Dec. 2006	B
4	MIDANP Table ATS-1  Plan of ATS routes	Jordan Syria	ATS route B412 not implemented	5/12/97	-Most segments not implemented. Jordan ready to implement. -Only segment RBG - King Abdulaziz implemented	S	-States to co-ordinate to finalize implementation -Informal meeting proposed by ATM/SAR/AIS SG/7 -Realignment would be considered	Jordan Syria ICAO to assist	Dec. 2006	B
5	MIDANP Table ATS-1  Plan of ATS routes	Syria Turkey	ATS route B538 not implemented within Damascus FIR	5/12/97	-(Segment Gaziantep –Aleppo:B544/V836) - (segment Aleppo – kariatain:W5) -(Not implemented: Kariatain – Damascus) -Economic impact -alternative routes available -Not affecting safety	S	ICAO to follow up with States to determine what action is needed to achieve implementation	ICAO	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
6	MIDANP Table ATS-1  Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	5/12/97	Not implemented DAKWE - Damascus Economic impact- alternative routes available but longer -Not affecting safety	S	ICAO to follow -up	Lebanon Syria	Dec. 2006	B
7	MIDANP Table ATS-1  Plan of ATS routes	Jordan Syria	ATS route G662 not implemented	5/12/97	Not implemented Damascus to Guriat	S	States to continue coordination to achieve implementation	Jordan Syria	Dec. 2006	B
8	MIDANP Table ATS-1  Plan of ATS routes	Israel Jordan Syria	ATS route R653 not implemented	5/12/97	-No sections implemented -Non-technical nature of issue noted -aircraft using alternative routes -economic impact only	S		States/IAT A and ICAO to assist	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM/SAR field  
UNITED ARAB EMIRATES**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  -ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A
2	MIDANP Table ATS-1  Plan of ATS routes	Saudi Arabia U.A.E.	ATS route G660 not implemented	5/12/97	Not implemented King Abdulaziz to Abu Dhabi -Economic impact -Not affecting safety	S	States to organize informal coordination meeting to review route structure from Gulf south into Arabian Peninsula	States	Dec. 2006	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR field  
YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	LIM/MID/RAN Concl. 3/7  Cooperation between States in SAR	All MID States	Lack of Search and Rescue Agreements between neighboring States	11/11/94	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries.  Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved  -ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements  B. Implement operational SAR agreements  C. Implement entry agreements for SAR aircraft of other States	All MID States	Dec.2005	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

ANS WG/1  
Appendix 4E to the Report on Agenda Item 4Deficiencies in the CNS field  
AFGHANISTAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Afghanistan-Bahrain Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	07/10/1998	Bahrain is ready to implement the circuit	S	Follow -up the matter with IATA concerning Afghanistan	Afghanistan Bahrain	Dec 05	B
2	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Afghanistan-Iran Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	07/10/1998	VSAT network to be implemented	S	Follow -up the matter with IATA concerning Afghanistan	Afghanistan Iran	Dec 05	B
3	AFTN usage (LIM MID RAN Rec 6/2)	Kabul AFTN Center	Circuit Loading Statistics	22/05/1995	Monthly statistics should be sent to MID Office	S	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	Afghanistan	Dec 05	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the CNS field  
BAHRAIN**

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19).	Afghanistan-Bahrain Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	07/10/1998	Bahrain is ready to implement the circuit  O	Follow -up the matter with IATA concerning Afghanistan	Afghanistan Bahrain	Dec 05	B
2	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19).	Bahrain – Singapore Bahrain – Singapore AFTN Circuit	Operating satisfactorily on 200 bauds	19/10/1999	Bahrain – Singapore Bahrain – Singapore AFTN Circuit  O	Planned to be up-graded to medium speed circuit (9.6 K)	Bahrain Singapore	June 05	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the CNS field  
EGYPT**

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
1	AFTN Main Circuits (LIM MID RAN Rec 10/5)	Egypt – Kenya Cairo – Nairobi AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999	Egypt is ready to up-grade the circuit to 9.6 K O	Egypt and Kenya agreed to upgrade the circuit to 1200 bps	Egypt – Kenya	Dec 05	A
2	AFTN Main Circuits (LIM MID RAN Rec 10/5)	Egypt – Tunisia Cairo – Tunis AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	Egypt is ready to up-grade the circuit to 9.6 K O	Planned to be up-graded to 1200 bauds. Upon Tunis readiness	Egypt - Tunisia	Dec 05	A

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS field  
IRAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19).	Afghanistan-Iran Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	07/10/1998	VSAT network to be implemented	S		Afghanistan Iran	Dec 05	B
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Iran – Kuwait Kuwait – Tehran AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		O	Planned to be upgraded to 9.6K.	Iran Kuwait	Dec 05	A
3	Radio Frequencies	Tehran ACC	123.900 MHz	14/08/2002	Interference with India	O	Co-ordination is undergoing between ICAO Cairo and ICAO Bangkok	Bangkok Off. Cairo Office Iran India	Dec 05	U
4	Radio Frequencies	Kerman Shah	119.300 MHz	20/07/2002	Interference with Qatar	O	Co-ordination is undergoing with Iran. No complain from Qatar	Qatar Iran	Dec 05	U
5	Radio Frequencies	Abadan Airport Ahwaz	121.900 MHz	20/07/2002	Interference with Basra (Iraq)	O	Co-ordination with concerned States	Iran Iraq	Dec 05	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the CNS field  
IRAQ

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	AFTN usage (LIM MID RAN Rec 6/2)	Baghdad AFTN Center	Circuit Loading Statistics	22/05/1995	Monthly statistics should be sent to MID Office	S	Refers to ICAO fax ref. F.ME 165 reminding States to send data to ICAO Office	Iraq	Dec 05	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the CNS field  
 JORDAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Jordan-Lebanon Amman-Beirut AFTN Circuit	The circuit is not yet implemented	07/10/1998	Lebanon is ready to implement the circuit	S	Jordan will coordinate with Lebanon for up-grading	Lebanon – Jordan	Dec 05	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

4E-7

Deficiencies in the CNS field  
KUWAIT

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
1	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon – Kuwait Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	The circuit is operating satisfactorily on 100 bauds. O	Kuwait is ready to upgrade to higher speed according to the readiness of Lebanon	Kuwait Beirut	Dec 05	A
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Iran – Kuwait Kuwait – Tehran AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	The circuit is operating satisfactorily on 100 bauds O	Planned to be upgraded to 9.6K	Kuwait Iran	Dec 05	A
3	AFTN usage (LIM MID RAN Rec 6/2)	Kuwait AFTN Center	Circuit Loading Statistics	22/05/1995	Monthly statistics should be sent to MID Office O	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	Kuwait	June 05	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the CNS field  
LEBANON**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Jordan-Lebanon Amman-Beirut AFTN Circuit	The circuit is not yet implemented	07/10/1998	Lebanon is ready to implement the circuit	S	Another alternative should be proposed in the MID AFTN Plan	Jordan Lebanon	Dec 05	A
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	Lebanon is ready to implement the circuit to either 200 Bauds or 9.6 K	O	Planned to be up-graded to 300 bauds	Lebanon Saudi Arabia	June 05	A
3	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon – Kuwait Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	The circuit is operating satisfactorily on 100 bauds	O	Planned to be up-graded to 300 bauds	Kuwait Lebanon	June 05	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the CNS field  
OMAN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	AFTN usage (LIM MID RAN Rec 6/2)	Muscat AFTN Center	Circuit Loading Statistics	22/05/1995	Data should be sent to ICAO Office	O	Software not available yet	Oman	June 05	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the CNS field  
QATAR

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	AFTN usage (LIM MID RAN Rec 6/2)	Doha AFTN Center	Circuit Loading Statistics	22/05/1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	H	Data should be sent to ICAO Office	Qatar	June 05	B
2	Radio Frequencies	Doha	119.300 MHz	11/02/2003		O	Coordination with concerned States	Qatar Iran	June 05	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

4E-11

Deficiencies in the CNS field  
SAUDI ARABIA

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
1	AFTN Main Circuits (LIM RAN Rec 10/5)	Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	Circuit to be improved O	Planned to be up-graded to 9.6K	Lebanon – Saudi Arabia	Oct 05	A
2	AFTN Main Circuits (LIM RAN Rec 10/5)	Saudi Arabia – Ethiopia Jeddah – Addis Ababa	The circuit is implemented on 50 bauds	19/10/1999	The circuit is not working satisfactorily. Saudi Arabia is ready to up-grade the circuit to higher speed F	Planned to operate with VSAT network	Ethiopia Saudi Arabia	Dec 06	A
3	ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Saudi Arabia – Yemen	The ATS Speech Circuit connecting to Sanna'a centre uses speed dial	07/10/1998	Sometimes, Communications facilities do not permit communications to be established within 15 seconds O	Planned to operate with VSAT network	Saudi Arabia Yemen	Dec 06	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
4	ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Saudi Arabia – Sudan	The ATS Speech Circuit connecting the following adjacent centres to Jeddah use speed dial: Asmara Khartoum	19/10/1999	Jeddah – Khartoum on speed dial  F	Planned to operate with VSAT network.	Saudi Arabia  Sudan	Dec 06	U
5	AFTN usage (LIM MID RAN Rec 6/2)	Jeddah AFTN Center	Circuit Loading Statistics	22/05/1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office.  O	Data should be sent to ICAO Office	Circuit Loading Statistics information is part of a software modification required in the new switching system	Oct 05	B

<sup>(1)</sup> Rationale for non-elimination: “F”= Financial

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the CNS field  
SYRIA**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	AFTN usage (LIM MID RAN Rec 6/2)	Damascus AFTN Center	Circuit Loading Statistics	22/05/1995	Monthly statistics should be sent to ICAO Office	H	Planned to implement new AFTN system	Syria	June 05	B

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the CNS field  
U.A.E.

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	Radio Frequencies	UAE ACC	121.500 MHz	16/07/2002	Unknown Interference	O	Report was sent to Nat. Telecom. Admin	Follow -up by ICAO and State	Dec 05	U
2	Radio Frequencies	UAE ACC	128.250 MHz	26/01/2002	Atmospheric/ Speech	O	Report was sent to Nat. Telecom Admin	Follow -up by ICAO and State	Dec 05	U
3	Radio Frequencies	UAE ACC	129.500 MHz	29/03/2002	Unknown Interference	O	Report was sent to Nat. Telecom Admin	Follow -up by ICAO and State	Dec 05	U
4	Radio Frequencies	UAE ACC	124.850 MHz	24/01/2002	Atmospheric	O	Report was sent to Nat. Telecom Admin	Follow -up by ICAO and State	Dec 05	U
5	Radio Frequencies	UAE ACC	133.550 MHz	28-02-2002	Unknown Interference	O	Report was sent to Nat. Telecom. Admin	Follow -up by ICAO and State	Dec 05	U
6	Radio Frequencies	UAE ACC	119.300 MHz	29/03/2002	Doha	O	Report was sent to Nat. Telecom Admin	Follow -up by ICAO and State	Dec 05	U
7	Radio Navigation Aids	Dubai ILS	110.900 MHz	26-03-2002	Unknown Interference	O	Nat. Telecom. Admin.	Follow -up by ICAO and State	June 05	U
8	Radio Navigation Aids	Dubai ILS	110.100 MHz	26-03-2002	Unknown Interference	O	Nat. Telecom. Admin	Follow -up by ICAO and State	June 05	U

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

4E-15

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
9	Radio Navigation Aids	Dubai ILS	109.500 MHz	22-03-2002	Unknown Interference	O	Nat. Telecom. Admin	Follow -up by ICAO and State	June 05	A
10	Radio Frequencies	AL Ain	129.150 MHz	25-06-2002	Kish Air Dispatch	O	Nat. Telecom. Admin	Follow -up by ICAO and State	Dec 05	A

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the CNS field  
YEMEN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Yemen – Ethiopia- Eritrea – India – Djibouti – Saudi Arabia – Somalia – Oman	All ATS Speech Circuits connecting Sana'a with the following adjacent centres provided by Yemen use speed dial: Addis-Ababa Asmara Mumbai Djibouti Jeddah Mogadishu Muscat	07/10/1998	Communications should be established within 15 seconds	O	Yemen will be urged to implement Direct Speech Circuits with adjacent centres VSAT network will operate for some centers	Concerned States and ICAO	Dec 05 for Oman and Saudi Arabia  Dec 06 for the others	U

-----

<sup>(1)</sup> Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Note:

\* Priority for action to remedy a deficiency is based on the following safety assessments:

**AU@priority** = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

**AA@priority** = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

**AB@priority** = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

Definition:

A **deficiency** is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

-----

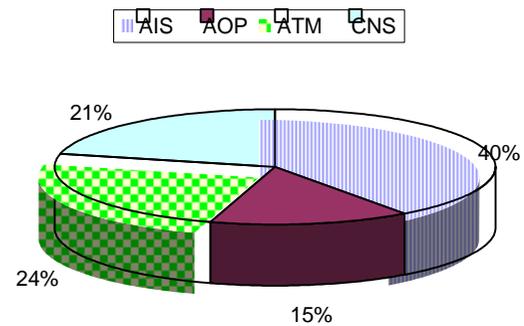
**AIR NAVIGATION DEFICIENCIES IN THE THE MID REGION**

States	Total AIS	AIS							Total AOP	AOP							Total ATM	ATM							Total CNS	CNS							TOTAL/ State
		Rationale				Priority				Rationale				Priority				Rationale				Priority				Rationale				Priority			
		F	H	S	O	U	A	B		F	H	S	O	U	A	B		F	H	S	O	U	A	B		F	H	S	O	U	A	B	
Afghanistan	12	3.7	4.2	0.3	3.8	5	6	1	2	0.67	0.67	0.67	0.0	2	0	0	2	0.0	0.0	1.0	1.0	0	1	1	3	0.00	0.00	3.0	0.0	0	0	3	19
Bahrain	0	0.0	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0	0	0	1	0.0	0.0	1.0	0.0	0	0	1	2	0.0	0.0	0.0	2.0	0	0	2	3
Egypt	3	1.5	0.0	0.5	1.0	0	2	1	9	5.5	3.5	0.0	0.0	4	5	0	1	0.0	0.0	1.0	0.0	0	1	0	2	0.0	0.0	0.0	2.0	0	2	0	15
Iran	6	2.8	2.3	0.3	0.5	1	4	1	2	0.83	0.50	0.33	0.33	2	0	0	3	0.0	0.0	3.0	0.0	0	1	2	5	0.00	0.00	1.0	4.00	3	1	1	16
Iraq	12	3.7	4.2	0.3	3.8	5	6	1	0	0.0	0.0	0.0	0.0	0	0	0	2	0.0	0.3	1.3	0.3	0	2	0	1	0.0	0.0	1.0	0.0	0	0	1	15
Israel	6	0.0	3.0	0.5	2.5	2	4	0	13	3	4.67	2.67	2.67	8	5	0	5	0.0	0.0	4.5	0.5	0	1	4	0	0	0.00	0.00	0.00	0	0	0	24
Jordan	3	0.8	1.3	0.0	0.8	2	1	0	0	0.0	0.0	0.0	0.0	0	0	0	6	0.0	0.0	6.0	0.0	0	0	6	1	0.0	0.0	1.0	0.0	0	1	0	10
Kuwait	4	0.3	1.8	0.3	1.5	2	1	1	0	0.0	0.0	0.0	0.0	0	0	0	1	0.0	0.0	1.0	0.0	0	1	0	3	0.0	0.0	0.0	3.0	0	2	1	8
Lebanon	3	1.3	1.3	0.3	0.0	1	1	1	0	0.0	0.0	0.0	0.0	0	0	0	4	0.0	0.0	4.0	0.0	0	1	3	3	0.0	0.0	1.0	2.0	0	3	0	10
Oman	2	0.0	1.0	0.0	1.0	2	0	0	0	0.0	0.0	0.0	0.0	0	0	0	1	0.0	0.0	1.0	0.0	0	1	0	1	0.0	0.0	0.0	1.0	0	0	1	4
Qatar	4	0.0	2.5	0.0	1.5	1	3	0	0	0.0	0.0	0.0	0.0	0	0	0	4	0.0	0.0	4.0	0.0	0	1	3	2	0.0	1.0	0.0	1.0	1	0	1	10
Saudi Arabia	5	1.2	2.2	0.3	1.3	1	3	1	0	0.0	0.0	0.0	0.0	0	0	0	4	0.0	0.0	4.0	0.0	0	1	3	5	2.0	0.0	0.0	3.0	2	2	1	14
Syria	5	2.3	2.3	0.3	0.0	2	2	1	1	0.0	0.5	0.5	0.0	0	1	0	8	0.0	0.0	8.0	0.0	0	1	7	1	0.0	1.0	0.0	0.0	0	0	1	15
UAE	1	0.0	0.0	0.0	1.0	0	1	0	1	0.0	0.0	1.0	0.0	1	0	0	2	0.0	0.0	2.0	0.0	0	1	1	10	0.0	0.0	0.0	10.0	8	2	0	14
Yemen	9	3.2	3.7	0.3	1.8	3	5	1	0	0.0	0.0	0.0	0.0	0	0	0	1	0.0	0.0	1.0	0.0	0	1	0	1	0.0	0.0	0.0	1.0	1	0	0	11
<b>75</b>	<b>20.83</b>	<b>29.8</b>	<b>3.7</b>	<b>20.7</b>	<b>27</b>	<b>39</b>	<b>9</b>	<b>28</b>	<b>10</b>	<b>9.8</b>	<b>5.2</b>	<b>3.0</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0.3</b>	<b>42.8</b>	<b>1.8</b>	<b>0</b>	<b>14</b>	<b>31</b>	<b>40</b>	<b>2</b>	<b>2.0</b>	<b>7.0</b>	<b>29.0</b>	<b>15</b>	<b>13</b>	<b>12</b>		

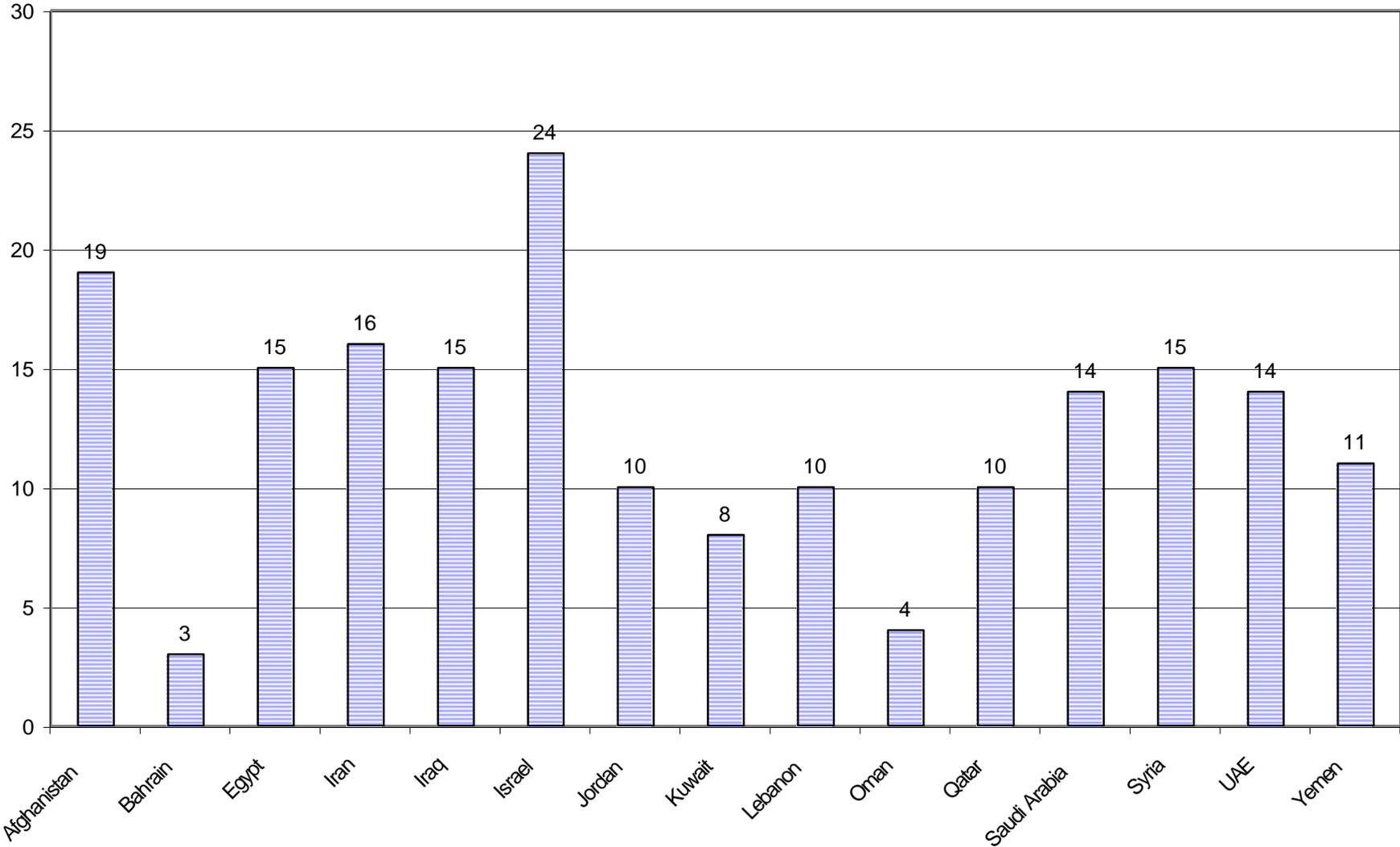
**Total by Air Navigation Field, root cause and priority**

	AIS	AOP	ATM	CNS	Total
<b>F</b>	20.8333	10	0	2	<b>32.833</b>
<b>H</b>	29.8	9.8	0.3	2.0	<b>42.0</b>
<b>S</b>	3.7	5.2	42.8	7.0	<b>58.7</b>
<b>O</b>	20.7	3.0	1.8	29.0	<b>54.5</b>
<b>U</b>	27	17	0	15	<b>59.0</b>
<b>A</b>	39	11	14	13	<b>77.0</b>
<b>B</b>	9	0	31	12	<b>52.0</b>
<b>Total</b>	<b>75</b>	<b>28</b>	<b>45</b>	<b>40</b>	<b>188</b>

**Distribution of the air navigation deficiencies by field**

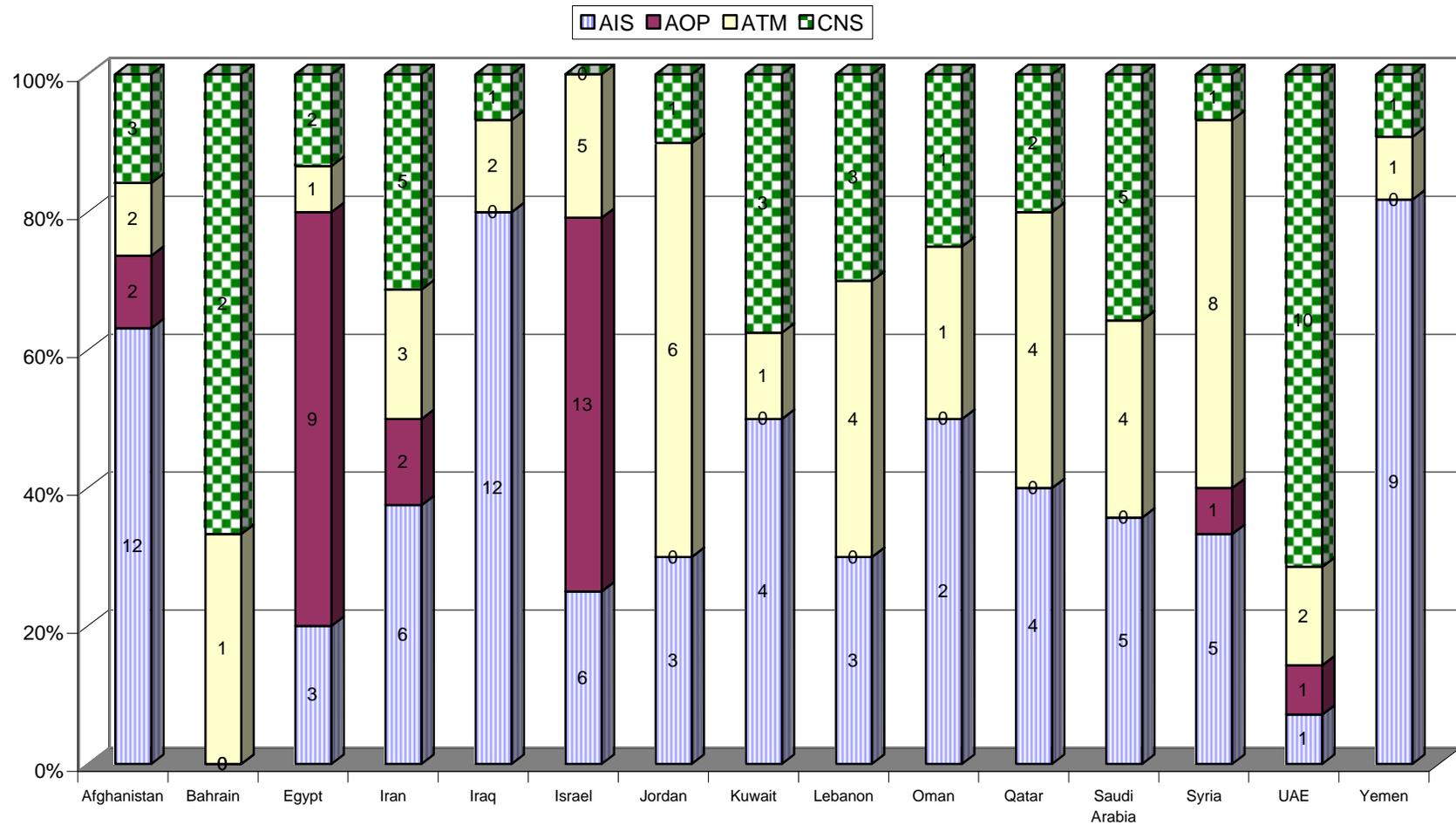


ANS WG/1  
Appendix 4G to the Report on Agenda Item 4  
**Number of air navigation deficiencies by State**



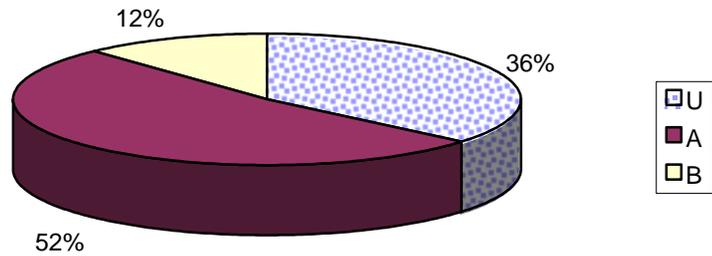
ANS WG/1  
Appendix 4H to the Report on Agenda Item 4

Air navigation deficiencies by State and by field

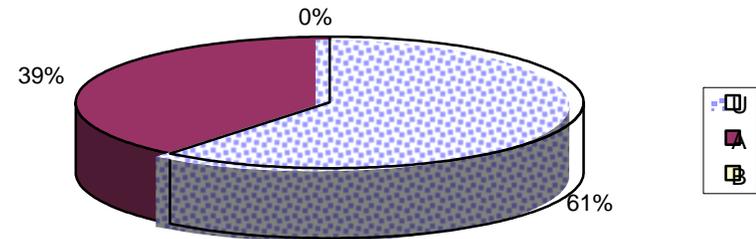


ANS WG/1  
Appendix 4I to the Report on Agenda Item 4

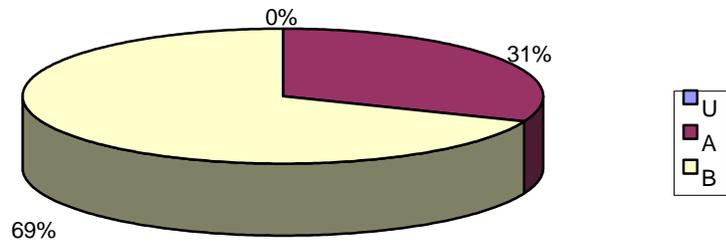
**Priority for elimination of deficiencies in the AIS/MAP field**



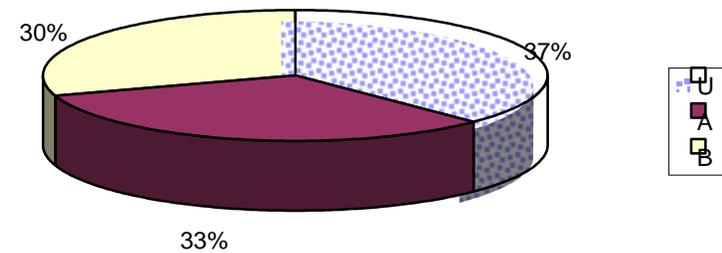
**Priority for elimination of deficiencies in the AOP field**



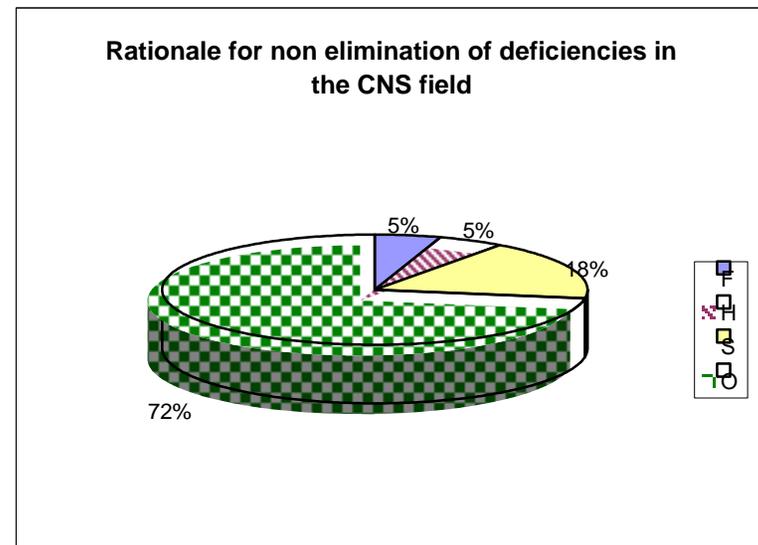
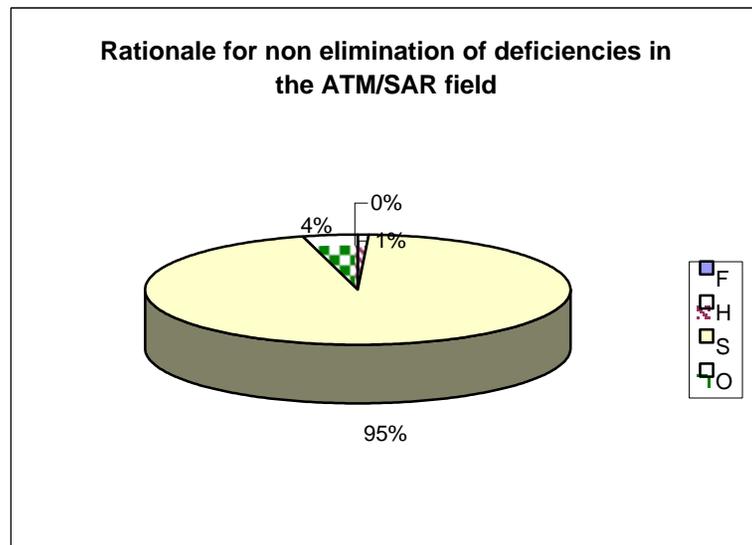
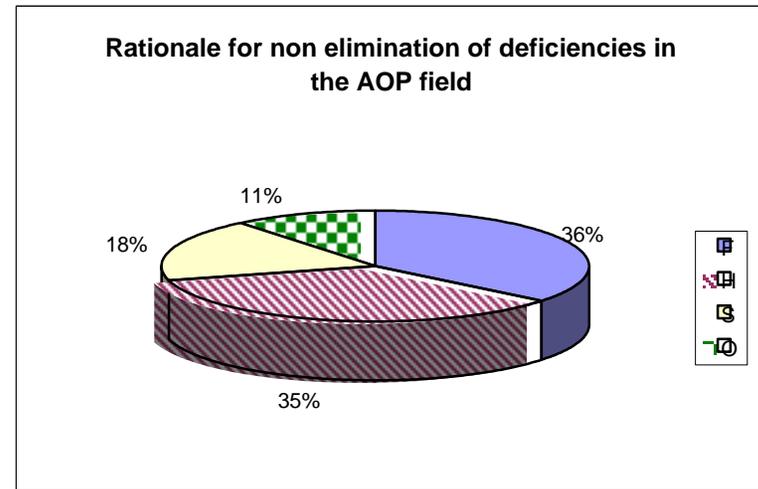
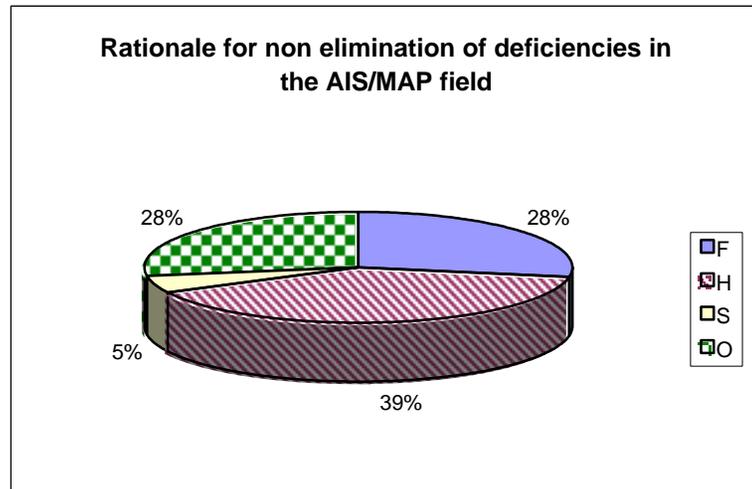
**Priority for elimination of deficiencies in the ATM/SAR field**



**Priority for elimination of deficiencies in the CNS field**

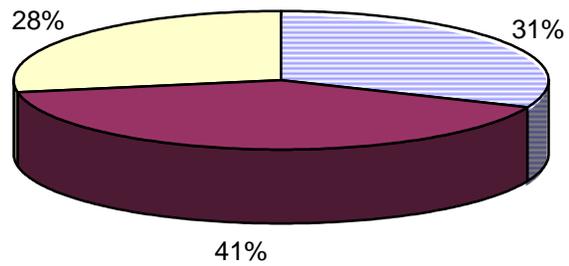


ANS WG/1  
Appendix 4J to the Report on Agenda Item 4

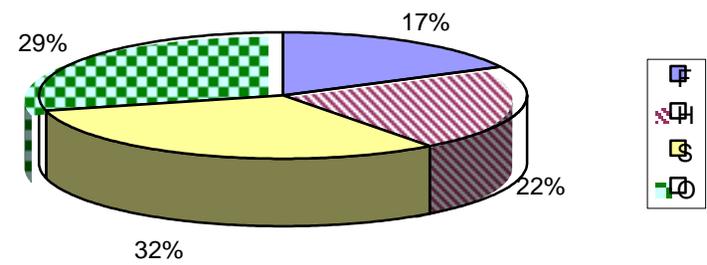


ANS WG/1  
Appendix 4K to the Report on Agenda Item 4

Priority for elimination of deficiencies in the air navigation fields



Rationale for non elimination of deficiencies in the air navigation fields





ANS WG/1  
Report on Agenda Item 5

---

**REPORT ON AGENDA ITEM 5:      METHODOLOGY FOR THE ELIMINATION OF AIR NAVIGATION DEFICIENCIES**

5.1            The meeting recalled that the uniform methodology for the identification, assessment and reporting of air navigation deficiencies was amended and approved by the ICAO Council on 30 November 2001 pursuant to the introduction of the new single definition of '*deficiency*' as shown at **Appendix 5A** to the report on agenda item 5.

5.2            The meeting was apprised with the outcome of the ICAO Council discussions related to air navigation deficiencies. It was recalled in this regard that, on 11 March 2004, the Council (C-DEC 171/12) discussed the progress of the ICAO USOAP and agreed that the Secretary General be requested to develop a strategy to assist and urge States to remedy the deficiencies identified. The strategy attached at **Appendix 5B** to the report on agenda item 5 was adopted by the 35<sup>th</sup> General Assembly (Resolution *A35-7: Unified strategy to resolve safety-related deficiencies*). The unified strategy provides for the identification of root causes, the tailoring of solutions and implementation methods at regional, sub-regional or State level. Increased transparency, cooperation and assistance are the basic principles of the strategy. Another element of the strategy is the establishment of partnerships between ICAO, States, airspace users, air navigation services providers and industry. All these parties share the responsibility for maintaining a safe international air transport system. Financial institutions are also partners in assisting States for improving their safety oversight programmes.

5.3            Under the unified strategy, partnerships are not limited only to States and ICAO; the Organization should foster cooperation and partnerships between States, industry, air navigation service providers, other stakeholders and financial institutions with the objective of assisting States in improving their civil aviation safety systems.

5.4            Contracting States are expected to ensure the safety of air operations through the uniform implementation of Standards and Recommended Practices (SARPs) and procedures, in accordance with Article 37 of the Convention on International Civil Aviation (Doc 7300). In this connection, States have a responsibility to establish and perform their own safety oversight in all areas related to flight safety.

5.5            The Convention on International Civil Aviation and its Annexes provide the legal recognition and operational framework for Contracting States to build a civil aviation safety system based on mutual trust and recognition. This implies, prior to any recognition, that States be satisfied with other States' level of adherence to ICAO provisions and safety oversight provided. This can either be performed directly through bilateral contacts or by analyzing the ICAO safety oversight audit results for the States concerned.

5.6            States are responsible for taking measures, including the imposition of operational restrictions to ensure that safety deficiencies are addressed.

5.7            The meeting noted the information provided by Jordan related to the establishment of a regulatory body separate from the airport services and the air navigation services and the progress made in the certification of air navigation systems in Jordan which started with the licensing of the personnel involved in Communications, Navigation and Surveillance.

5.8            The provision of support to States in the implementation of their corrective action plans is not a new idea in ICAO, some States and other organizations have been providing support to States upon request, in most cases through dedicated technical assistance projects. However, this approach has not always been as efficient and effective as intended in correcting deficiencies. A partnership approach is envisaged to analyse causes, develop and implement solutions in a more business-like approach. ICAO, as a partner, could assist in the development

ANS WG/1  
Report on Agenda Item 5

---

of sustainable solutions to resolve safety deficiencies resulting from insufficient safety oversight in individual States or groups of States. This approach, however, can only be successful where commitment from States is achieved and maintained.

5.9 TCB is in a position to seek and provide expertise and identify additional resources as required for the development of solutions. These solutions need to be tailored to the level and complexity of aviation activities in the concerned State(s) and formulated as business plans with clearly identified deliverables, time lines and milestones.

5.10 The meeting was presented with information related to the experience of the Asia/Pacific, AFI and CAR/SAM Regions (APANPIRG, APIRG and GREPECAS) in dealing with air navigation deficiencies. It was noted in this regard that, APANPIRG has established a Deficiency Review Task Force (DRTF), which has developed a Supplement to the Uniform Methodology for the identification, assessment and reporting of air navigation deficiencies with a view to providing for a systematic approach to the management of deficiencies in the Asia/Pacific region.

5.11 In the AFI Region, an ESAF Air Navigation Infrastructure Enhancement Team (EANET) has been established to speed up the reduction and elimination of deficiencies in the AFI Region and develop remedial action for those deficiencies identified as Priority "U" – Urgent. The Team analysed the list of deficiencies classified with Priority "U" and developed conclusions and decisions in order to solve and remove the deficiencies in the air navigation fields.

5.12 GREPECAS has established an Aviation Safety Board (ASB), which has convened five (5) meetings with the basic task to resolve "urgent" air navigation deficiencies in the CAR/SAM Regions.

5.13 In addition, GREPECAS has developed a database of regional air navigation deficiencies and posted it on the NACC Office website providing secured Internet access to authorized users (States, international organizations). Such a methodology enables authorized States to dynamically update their list of deficiencies in such a way that timely follow-up can be ensured by using this technology. Recognizing that the development of such a database could be a good tool to enhance the process of identification, assessment, reporting and elimination of deficiencies, the ICAO Council invited all the PIRGs to adopt a similar approach.

5.14 The meeting recognized that keeping the list of deficiencies up-to-date by Regional Offices and PIRGs proved to be a challenging task. Moreover, the present method, which is a manual one, does not permit any reformatting of the list, for example, based on States, type of deficiency or priority. In addition, and despite numerous contacts with States, updates are not received on a regular basis. The meeting agreed that the development of a MID air navigation deficiencies database could be a good tool to enhance the process of identification, assessment, reporting and elimination of deficiencies and allow authorized users to propose updates to their deficiencies on-line. The final decision to approve or disapprove the proposed updates should rest with the Regional Office.

5.15 The meeting was informed that there is no special budget available for the development of this database and that MID Office, in collaboration with Mexico Office, is currently in the study phase of this project where, as a first step, a MS Access database containing the list of MID Region's air navigation deficiencies would be developed. Regarding the second phase of the project, which concerns the posting of the database on the Internet, the idea to use the MID Forum developed by Bahrain for this purpose was raised.

5.16 Based on the above, the Working Group endorsed the following Draft Conclusion:

ANS WG/1  
Report on Agenda Item 5

---

**DRAFT CONCLUSION 1/3:      *DEVELOPMENT OF A MID REGION'S AIR NAVIGATION DEFICIENCIES DATABASE***

*That, ICAO MID Regional Office:*

- a) develops an air navigation deficiencies database for the MID Region;*
- b) develops a secure process for managing this database on the Internet;*
- c) gives the possibility of controlled on-line introduction of updated information by States for their respective deficiencies; and*
- d) allows other authorized users on-line access to view the information contained in the database.*

5.17            Taking into consideration the resolutions of the 35<sup>th</sup> General Assembly, the outcome of the ICAO Council, the analysis of the lists of air navigation deficiencies in the MID Region and experiences of the different regions pertaining to air navigation deficiencies, the meeting agreed that there is a need for specific action by States to concentrate on the safety critical deficiencies and to correct those deficiencies.

5.18            The meeting was of the view that the uniform methodology for the identification, assessment and reporting of air navigation deficiencies and the Resolutions adopted by the 35<sup>th</sup> General Assembly, particularly Resolutions A35-7 and A35-14, provide clear definition of the responsibilities and obligations of the parties involved in the management of deficiencies. The meeting thus agreed that there is no need to further develop guidance material for the identification, assessment and reporting of air navigation deficiencies.

5.19            Taking into consideration the important number of existing MIDANPIRG Conclusions pertaining to the elimination of air navigation deficiencies, which are in some cases of repetitive nature, the meeting agreed to develop one Conclusion which consolidates and replaces all the previous MIDANPIRG Conclusions pertaining to air navigation deficiencies as follows:

**DRAFT CONCLUSION 1/4:      *ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION***

*That,*

- a) States review their respective lists of identified deficiencies and formulate and forward an action plan to the ICAO MID Regional Office for review;*
- b) States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG;*
- c) States are encouraged to set up an internal group of experts to examine the list of deficiencies and take appropriate actions with a view to recommend to their higher Civil Aviation Authorities solutions for elimination of deficiencies;*
- d) States explore and consider ways and means to eliminate deficiencies by reliable ways for funding;*

ANS WG/1  
Report on Agenda Item 5

---

- e) *States experiencing difficulties in financing the elimination of safety-related deficiencies may wish to take advantage of the funding opportunity offered by the International Financial Facility for Aviation Safety (IFFAS);*
  - f) *States be encouraged to foster the creation of regional or sub-regional cooperation and, wherever feasible, partnership initiatives with other States, users, air navigation service providers, industry and financial institutions to improve the safety of international civil aviation; and*
  - g) *when required, States request ICAO assistance through Technical Co-operation Programme and/or Special Implementation Projects (SIP).*
-

ANS WG/1  
Appendix 5A to the Report on Agenda Item 5

---

**UNIFORM METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR  
NAVIGATION DEFICIENCIES**

(Approved by the Council on 30 November 2001)

**1. INTRODUCTION**

1.1 The assessment carried out by ICAO on the inputs received from various regions regarding deficiencies in the air navigation field, improvements were necessary in the following areas:

- a) collection of information;
- b) safety assessment of reported problems;
- c) identification of suitable corrective actions (technical/operational/financial/organizational), both short-term and long-term; and
- d) method of reporting in the reports of planning and implementation regional groups (PIRGs).

1.2 This methodology is therefore prepared with the assistance of PIRGs and is approved by the ICAO Council for the efficient identification, assessment and clear reporting of air navigation deficiencies. It may be further updated by the Air Navigation Commission in the light of the experience gained in its utilization.

1.3 For the purpose of this methodology, the following is the definition of deficiency:

A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

**2. COLLECTION OF INFORMATION**

***Regional Office Sources***

2.1 As a routine function, the regional offices should maintain a list of specific deficiencies, if any, in their regions. To ensure that this list is as clear and as complete as possible, it is understood that the regional offices take the following steps:

- a) compare the status of implementation of the air navigation facilities and services with the regional air navigation plan documents and identify facilities, services and procedures not implemented;
- b) review mission reports with a view to detecting deficiencies that affect safety, regularity and efficiency of international civil aviation;

- c) make a systematic analysis of the differences with ICAO Standards and Recommended Practices filed by States to determine the reason for their existence and their impact, if any, on safety, regularity and efficiency of international civil aviation;
- d) review aircraft accident and incident reports with a view to detect possible systems or procedures deficiencies;
- e) review inputs, provided to the regional office by the users of air navigation services on the basis of Assembly Resolution A33-14, Appendix M;
- f) assess and prioritize the result of a) to e) according to paragraph 4;
- g) report the outcome to the State(s) concerned for resolution; and
- h) report the result of g) above to the related PIRG for further examination, advice and report to the ICAO Council, as appropriate through PIRG reports.

#### ***States' Sources***

2.2 To collect information from all sources, States should, in addition to complying with the Assembly Resolution A31-10, establish reporting systems in accordance with the requirements in Annex 13, paragraph 7.3. These reporting systems should be non-punitive in order to capture the maximum number of deficiencies.

#### ***Users' sources***

2.3. Appropriate international organizations, including the International Air Transport Association (IATA) and the International Federation of Air Line Pilots' Associations (IFALPA), are valuable sources of information on deficiencies, especially those that are safety related. In their capacity as users of air navigation facilities they should identify facilities, services and procedures that are not implemented or are unserviceable for prolonged periods or are not fully operational. In this context it should be noted that Assembly Resolution A33-14, Appendix M and several decisions of the Council obligate users of air navigation facilities and services to report any serious problems encountered due to the lack of implementation of air navigation facilities or services required by regional plans. It is emphasized that this procedure, together with the terms of reference of the PIRGs should form a solid basis for the identification, reporting and assisting in the resolution of non-implementation matters.

### **3. REPORTING OF INFORMATION ON DEFICIENCIES**

3.1 In order to enable the ICAO PIRGs to make detailed assessments of deficiencies, States and appropriate international organizations including IATA and IFALPA, are expected to provide the information they have to the ICAO regional office for action as appropriate, including action at PIRG meetings.

3.2 The information should at least include: description of the deficiency, risk assessment, possible solution, timelines, responsible party, agreed action to be taken and action already taken.

3.3 The agenda of each PIRG meeting should include an item on air navigation deficiencies, including information reported by States, IATA and IFALPA in addition to those identified by the regional office according to paragraph 2.1 above. Review of the deficiencies should be a top priority for each meeting. The PIRGs, in reviewing lists of deficiencies, should make an assessment of the safety impact for subsequent review by the ICAO Air Navigation Commission.

3.4 In line with the above, and keeping in mind the need to eventually make use of this information in the planning and implementation process, it is necessary that once a deficiency has been identified and validated, the following fields of information should be provided in the reports on deficiencies in the air navigation systems. These fields are as follows and are set out in the reporting form attached hereto.

a) Identification of the requirements

As per ICAO procedures, Regional Air Navigation Plans detail inter alia air navigation requirements including facilities, services and procedures required to support international civil aviation operations in a given region. Therefore, deficiencies would relate to a requirement identified in the regional air navigation plan documents. As a first item in the deficiency list, the requirements along with the name of the meeting and the related recommendation number should be included. In addition, the name of the State or States involved and/or the name of the facilities such as name of airport, FIR, ACC, TWR, etc. should be included.

b) Identification of the deficiency

This item identifies the deficiency and would be composed of the following elements:

- i) a brief description of the deficiency;
- ii) date deficiency was first reported; and
- iii) appropriate important references (meetings, reports, missions, etc).

c) Identification of the corrective actions

In the identification of the corrective actions, this item would be composed of:

- i) a brief description of the corrective actions to be undertaken;
- ii) identification of the executing body;
- iii) expected completion date of the corrective action\*<sup>\*</sup>; and
- iv) when appropriate or available, an indication of the cost involved.

#### 4. ASSESSMENT AND PRIORITIZATION

4.1 A general guideline would be to have three levels of priority organized on the basis of safety, regularity and efficiency assessment as follows:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

---

\* It should be noted that a longer implementation period could be assigned in those cases in which the expansion or development of a facility was aimed at serving less frequent operations or entailed excessive expenditures.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

## **5. MODEL REPORTING TABLE FOR USE IN THE REPORTS OF PIRGS**

5.1 Taking the foregoing into account, the model table at the Appendix is for use by PIRGs for the identification, assessment, prioritization etc. of deficiencies. It might be preferred that a different table would be produced for each of the different topics i.e. AGA, ATM, SAR, CNS, AIS/MAP, MET. However, all tables should be uniform.

## **6. ACTION BY THE REGIONAL OFFICES**

6.1 Before each PIRG meeting, the regional office concerned will provide advance documentation concerning the latest status of deficiencies.

6.2 It is noted that the regional offices should document serious cases of deficiencies to the Air Navigation Commission (through ICAO Headquarters) as a matter of priority, rather than waiting to report the matter to the next PIRG meeting, and that the Air Navigation Commission will report to the Council.

**REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE .... FIELD IN THE .... REGION**

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
Requirement of Part ..., paragraph (table) .. of the air navigation plan	Terra X Terra Y	Speech circuits not implemented Villa X - Villa Y	12/02/2..X	Co-ordination meeting between Terra X and Terra Y on 16/07/2..X to finalize arrangements to implementation circuit via satellite	Implementation of direct speech circuit via satellite	Terra X	August 20..X	A

\* Priority for action to remedy a deficiency is based on the following safety assessments:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

-----

ANS WG/1  
Appendix 5B to the Report on Agenda Item 5

---

**(RESOLUTION A35-7)**

**A35-7: UNIFIED STRATEGY TO RESOLVE SAFETY-RELATED DEFICIENCIES**

*Whereas* a primary objective of the Organization continues to be that of ensuring the safety of international civil aviation worldwide;

*Whereas* ensuring the safety of international civil aviation is also the responsibility of Contracting States both collectively and individually;

*Whereas* in accordance with Article 37 of the Convention on International Civil Aviation each Contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulation, standards, procedures and organization in relation to aircraft, personnel, airports, airways and auxiliary services in all matters in which uniformity will facilitate and improve air navigation;

*Whereas* the improvement of the safety of international civil aviation on a worldwide basis requires the active collaboration of all stakeholders;

*Whereas* the Convention and its Annexes provide the legal and operational framework for Contracting States to build a civil aviation safety system based on mutual trust and recognition, requiring that all Contracting States implement the SARPs as far as practicable and adequately perform safety oversight;

*Whereas* the results of the Universal Safety Oversight Audit Programme (USOAP) indicate that several Contracting States have not yet been able to establish a satisfactory national safety oversight system;

*Whereas* the ICAO Technical Cooperation Bureau (TCB) can provide the required assistance to States in need;

*Whereas* the International Financial Facility for Aviation Safety (IFFAS) has been established to assist Contracting States in financing safety-related projects to correct deficiencies primarily identified through USOAP and for which they cannot otherwise provide or obtain necessary financial resources;

*Recognizing* that not all Contracting States have the requisite human, technical and financial resources to adequately perform safety oversight;

*Recognizing* that the establishment of regional and sub-regional safety oversight organizations has great potential to assist States in complying with their obligations under the Chicago Convention through economies of scale and promotion of uniformity on a larger scale;

*Recognizing* that the assistance available to Contracting States experiencing difficulties in correcting deficiencies identified through the safety oversight audits would be greatly enhanced by a unified strategy involving all Contracting States, ICAO and other concerned parties in civil aviation operations;

*Recognizing* the safety enhancement contributions resulting from audits conducted by international and regional organizations such as the IATA Operational Safety Audit (IOSA) Programme and Eurocontrol ESARR Implementation Monitoring and Support (ESIMS) Programme;

*Recognizing* that transparency and sharing of safety information is one of the fundamental tenets of a safe air transportation system;

*The Assembly:*

1. *Urges* all Contracting States to share with other Contracting States critical safety information which may have an impact on the safety of international air navigation and to facilitate access to all relevant safety information;

2. *Encourages* Contracting States to make full use of available safety information when performing their safety oversight functions, including during inspections as provided for in Article 16 of the Convention;

3. *Directs* the Council to further develop practical means to facilitate the sharing of such safety information among Contracting States;

4. *Reminds* Contracting States of the need for surveillance of all aircraft operations, including foreign aircraft within their territory and to take appropriate action when necessary to preserve safety;

5. *Directs* the Council to develop a procedure to inform all Contracting States, within the scope of Article 54 j) of the Chicago Convention, in the case of a State having significant compliance shortcomings with respect to ICAO safety-related SARPs;

6. *Directs* the Council to promote the concept of regional or sub-regional safety oversight organizations;

7. *Requests* the Secretary General to continue to foster coordination and cooperation between USOAP and audit programmes of other organizations related to aviation safety, and specifically with IATA and Eurocontrol;

8. *Urges* Contracting States to further develop regional and sub-regional cooperation and, wherever feasible, partnership initiatives with other States, industry, air navigation service providers, financial institutions and other stake holders to strengthen safety oversight capabilities in order to foster a safer international civil aviation system and to better discharge their individual responsibilities;

9. *Encourages* States to foster the creation of regional or sub-regional partnerships to collaborate in the development of solutions to common problems to build their individual safety oversight capability;

10. *Encourages* all States able to do so to participate in, or provide tangible support for, the strengthening and furtherance of regional safety oversight organizations;

11. *Invites* Contracting States to use the services of the ICAO Technical Cooperation Bureau (TCB) to resolve deficiencies identified by the USOAP;

12. *Invites* Contracting States experiencing difficulties in financing measures necessary to correct safety-related deficiencies identified through USOAP to take advantage of the funding opportunity offered by the International Financial Facility for Aviation Safety (IFFAS);

13. *Requests* the Council to implement a unified strategy based on the principles of increased transparency, cooperation and assistance and to foster, where appropriate, partnership among States, users, air navigation service providers, industry, financial institutions and other stake holders to analyse causes, establish and implement sustainable solutions in order to assist States in resolving safety-related deficiencies;

14. *Directs* the Council to adopt a flexible approach for the provision of assistance through the ICAO Regional Offices to support regional and sub-regional organizations responsible for safety oversight tasks and to implement an efficient system to monitor implementation of the unified strategy.

15. *Requests* the Secretary General to investigate ways in, which the identification of measures may be undertaken at national and regional levels to support States' development of ATM safety oversight capabilities and procedures.

-----

ANS WG/1  
Report on Agenda Item 6

---

**REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS**

**6.1 Review and update of the Terms of Reference and Work Programme of the ANS WG**

6.1.1 Under this agenda item the meeting recalled that MIDANPIRG/8 under Decision 8/51 established the Air Navigation Safety Working Group (ANS WG) with a view to enhancing the safety of air navigation services in the MID Region.

6.1.2 Taking into consideration the status of implementation of ICAO requirements in the MID Region and the relevant recommendations of the ANConf/11 and the 35<sup>th</sup> General Assembly pertaining to the safety of air navigation, the meeting proceeded to review/update of its Terms of Reference and Work Programme as shown at **Appendix 6A** to the report on agenda item 6 and developed the following Draft Decision:

***DRAFT DECISION 1/5: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE ANS WG***

*That, revised Terms of Reference and Work Programme of the ANS WG be adopted as shown at **Appendix 6A** to the report on agenda item 6.*

**6.2 Future Work Programme**

6.2.1 The meeting was informed that, in accordance with the MIDANPIRG Procedural Handbook and based on its Terms of Reference and Work Programme, the ANS WG should decide on the dates and venue of its next meeting.

6.2.2 Accordingly the meeting agreed that the ANS WG/2 meeting will be held in the second half of 2006 depending on ICAO MID Regional Office work programme and the date of MIDANPIRG/10 meeting. The venue will be ICAO MID Regional Office in Cairo, unless a State is interested in hosting this meeting.

-----

ANS WG/1  
Appendix 6A to the Report on Agenda Item 6

---

## MIDANPIRG AIR NAVIGATION SAFETY WORKING GROUP

### 1. TERMS OF REFERENCE

In accordance with the provision of ICAO Assembly Resolutions A35-7 and A35-14, Appendix M, the Air Navigation Safety Working Group should explore ways and means of assisting States in the elimination of air navigation deficiencies likely to have an impact on the safety of air navigation.

### 2. WORK PROGRAMME

- a) Review the current practices relating to the identification, assessment, prioritization and reporting of air navigation deficiencies in the MID Region based on the Uniform Methodology approved by ICAO Council on 30 November 2001;
- b) Evaluate, validate and prioritize the air navigation deficiencies reported to MIDANPIRG and its subsidiary bodies;
- c) Analyze the root causes/rationale for non-elimination of air navigation deficiencies;
- d) Review the deficiencies/findings identified within the framework of the Universal Safety Oversight Audit Programme (USOAP) pertaining to MID States;
- e) Propose specific procedures/methodology to be used in the MID Region for the identification, assessment and reporting of air navigation deficiencies, with a view to assist MIDANPIRG and its subsidiary bodies in applying the uniform methodology; and
- f) Provide advice and concise guidance to those involved in the resolution of the air navigation deficiencies in order to find ways and resources for their elimination.

### 3. COMPOSITION

The MIDANPIRG Air Navigation Safety Working Group will be composed of Senior Officials nominated by Middle East Provider States and experts from IATA and IFALPA.

-----

ANS WG/1  
Attachment A to the Report

---

**LIST OF PARTICIPANTS**

22 February 2005

NAME	TITLE & ADDRESS
<b>BAHRAIN</b>  Mr. Saleem Mohammed Ali	Chief Air Traffic Management Ministry of Transportation Civil Aviation Affairs B.O.Box 586 - KINGDOM OF BAHRAIN Fax: (973) 321 992 Tel: (973) 321 117 Mobile: (973) 39 608 860 E-Mail: saleemmh@bahrain.gov.bh
Mr. Fareed Ibrahim Bucheery	Air Traffic Control Supervisor Ministry of Transportation Civil Aviation Affairs B.O.Box 586 - KINGDOM OF BAHRAIN Fax: (973) 321 029 Tel: (973) 396 50100
<b>EGYPT</b>  Eng. Mona Hamdy Dokla	Engineering Quality ASS Manager National Air Navigational Services Company Cargo Rd. QA Department Cairo – EGYPT Fax: (202) 267 5960 Tel: (202) 265 7938 Mobile: (010) 161 0808 E-Mail: monahdokla@yahoo.com
Mr. Mohamed Ismail El Kady	Director General Research & Development National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Fax: (202) 268 7849 Tel: (202) 265 7849 Mobile: (010) 650 4438 E-Mail: mohamed.elkady@nansceg.org

NAME	TITLE & ADDRESS
Mr. Hassan Kamel Abdel Maged	ATS Safety Manager National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Fax: (202) 268 0627 Tel: (202) 265 7883 Mobile: (010) 184 3602 E-Mail: hassankam@hotmail.com
Eng. Sameh Hussein	Communication System Engineer NANSC Cairo International Airport Cairo – EGYPT Fax: (202) 267 5960 Tel: (202) 418 2967 Mobile: (010) 381 5137 E-Mail: s_mahdali@hotmail.com
Mr. Mohsen El Agaty	Director of research and Development NANSC Cairo Air Navigation Center Cairo – EGYPT Fax: (202) 268 7849 Tel: (202) 265 7849 Mobile: (010) 1162 3922 E-Mail mohsenelagaty@yahoo.com
Mr. Mahmoud Abdel Aziz	Safety Management Officer NANSC Cairo Air Navigation Center Cairo – EGYPT Fax: (202) 268 0627 Tel: (202) 265 6883 E-Mail: mahmoud5531@hotmail.com
Mr. Mohamed Ahmed Fadi Allah	General Director NANSC Cairo Air Navigation Center Cairo – EGYPT Fax: (202) 268 0627 Tel: (202) 265 6883 Mobile: (010) 554 1947 E-Mail: mahmoud5531@hotmail.com

NAME	TITLE & ADDRESS
<p><b>JORDAN</b></p> <p>Eng. Samih Shahin</p>	<p>Director ANS Safety Unit Civil Aviation Authority P.O.Box 7547 Amman – JORDAN Fax: (962) 6 489 1653 Tel: (962) 6 489 1401 ext. 3650 Mobile: 077 778 2845 E-Mail: airnavstd@jcaa.gov.jo blast@nets.com.jo</p>
<p><b>KUWAIT</b></p> <p>Mr. Anwar Al Mutawa</p>	<p>Chief of Radar Directorate General of Civil Aviation P. O. Box 17, Al Safat 13001 State of KUWAIT Tel: (965) 473 5490 Mobile: 962 4207</p>
<p>Mr. Sulaiman Al Sarheed</p>	<p>RDR Supervisor Directorate General of Civil Aviation P. O. Box 17, Al Safat 13001 State of KUWAIT Fax: (965) 431 0096 Tel: (965) 476 0463</p>
<p>Mr. Adel Boresli</p>	<p>Air Traffic Controller Directorate General of Civil Aviation P. O. Box 17, Al Safat 13001 State of KUWAIT Fax: (965) 431 0096 Tel: (965) 476 0463 Mobile: (965) 903 6556 E-Mail: boreslia@hotmail.com</p>
<p>Mr. Hassan Hassan</p>	<p>First Radar Traffic Control Directorate General of Civil Aviation P. O. Box 33292 13001 State of KUWAIT Fax: (965) 431 0096 Tel: (965) 476 0463 Mobile: 957 7783</p>
<p><b>OMAN</b></p> <p>Mr. Ali Al-Adawi</p>	<p>Director Air Navigation Services P.O. Box 1 Post Code 111 Muscat – SULTANATE OF OMAN Fax: (968) 2451 9930 Tel: (968) 245 19699 Mobile: (968) 99 4 33003 E-Mail: alialadawi@dgcam.gov.om</p>

NAME	TITLE & ADDRESS
<p><b>SAUDI ARABIA</b></p> <p>Mr. Ismaeil Al-Jizani</p>	<p>Assistant General Manager ATC            Presidency of Civil Aviation            P.O. Box. 929, Jeddah 21421            Saudi Arabia - KINGDOM OF SAUDI ARABIA            Fax: (966-2) 640 1477            Tel: (966-2) 640 5000            Mobile: (966) 5 0467 4208            E-Mail: Safty_ij@hotmail.com</p>
<p>Mr. Thamer El Saresri</p>	<p>Air Traffic Controller            Presidency of Civil Aviation            P.O.Box 929 Jeddah 21421            Saudi Arabia - KINGDOM OF SAUDI ARABIA            Fax: (966-2) 640 1477            Tel: (966-2) 640 5000            Mobile: 050 479 5700</p>
<p>Mr. Abdulkhaliq S. Al-Ghamdi</p>	<p>NAVAIDS Engineer            Presidency of Civil Aviation            P.O.Box 15441            Jeddah 21444 - KINGDOM OF SAUDI ARABIA            Fax: (966-2) 671 9041            Tel: (966-2) 671 7717 Ext. 292            Mobile: (966) 505 628 717            E-Mail: asgrr123@yahoo.com</p>
<p>Mr. Abdullah M. Yaquob Beshawri</p>	<p>Director Flight Inspector Inspection            Presidency of Civil Aviation            P.O.Box 775            Jeddah 21421 - KINGDOM OF SAUDI ARABIA            Fax: (966-2) 685 5323            Tel: (966-2) 685 5394            Mobile: 055 567 2783            E-Mail: beshawri@yahoo.com</p>
<p>Mr. Khalid Al Amri</p>	<p>Royal Saudi Air Force            P.O.Box 102725            Riyadh - KINGDOM OF SAUDI ARABIA            Tel: (966-1) 476 9777            Mobile: 050 570 4819</p>
<p><b>SYRIA</b></p> <p>Mr. Osama Ibrahim</p>	<p>ATM Director            CAA            Damascus – SYRIA            Fax: (963-11) 331 5547            Tel: (963-11) 331 5547            Mobile: 094 731 823            E-Mail: dgca@net.sy</p>

A-5

NAME	TITLE & ADDRESS
Eng. Khaled Bashir	Airworthiness Inspector Damascus Airport Flight Safety Damascus – SYRIA Fax: (963-11) 331 5547 Tel: (963-11) 331 5547 E-Mail: dgca@net.sy
<b>UNITED ARAB OF EMIRATES</b>  Mr. Juma Harib	AIS Dataset Officer P.O.Box 6558 Dubai - UNITED ARAB EMIRATES Tel: (971) 02 405 4386 Mobile: (971) 50 423 5333 E-Mail: jharib@gcaa-uae.gov.ae
<b>ORGANIZATIONS</b>  <b>IATA</b>  Mrs. Hanada Said	Assistant Manager, Safety, Operations and Infrastructure Middle East International Air Transport Association (IATA) P.O. Box 940587 Amman 11194 – JORDAN Fax: (962-6) 560 4548 Tel: (962-6) 569 8728 Mobile: (962-77) 746 3050 E-Mail: saidh@iata.org

- END -