



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE FIFTH MEETING OF
THE AERODROME OPERATIONAL PLANNING
SUB-GROUP**

AOP SG/5

(Cairo, 06 - 08 June 2005)

The views expressed in this Report should be taken as those of the MIDANPIRG Aerodrome Operational Planning Sub-Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be included in the Report of the MIDANPIRG.

Approved by the Meeting

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.

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History of the Meeting

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Fifth Meeting of the MIDANPIRG Aerodrome Operational Planning Sub-Group (AOP SG/5) was held at ICAO Middle East Regional Office, Cairo, 06 - 08 June 2005.

2. OPENING

2.1 Mr. M. Zarroug ICAO Regional Officer, Air Transport, on behalf of Mr. Khonji the Regional Director, welcomed all the delegates to Cairo and gave a brief information on the importance of aerodromes to support air Navigation activities and meet the rapid growth of air transport in the MID Region . He further highlighted tasks assigned to AOP Sub-Group and brought to the attention of the meeting issues to be addressed by the Sub-Group with a focus on elimination of deficiencies, status of implementation of certification of aerodromes and Safety Management systems, latest development in the AOP field related to New Larger Aeroplane operations at existing aerodromes and other aspects of safety concern in the MID Region. Mr. M. Zarroug wished the meeting every success in its deliberations.

3. ATTENDANCE

3.1 The meeting was attended by a total of 31 participants, which included delegates from 8 States and two International Organizations. The list of participants is as at **Attachment A** to the report.

4. OFFICERS AND SECRETARIAT

4.1 Due to the absence of the Sub-Group Chairperson, Mr. Munir A Asad the Vice-Chairman from Jordan chaired the meeting. Mrs. Nawal A. HADY, Regional Officer, Aerodromes and Ground Aids from the ICAO Middle East Cairo Office, was Secretary of the meeting.

5. LANGUAGE

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

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1:	Adoption of the Provisional Agenda Items
Agenda Item 2:	Follow-up the MIDANPIRG Conclusions and Decisions relevant to AOP field
Agenda Item 3:	Review and update Tables AOP 1 and CNS 3 of MID FASID
Agenda Item 4:	Follow up elimination of deficiencies in the AOP field in the MID Region
Agenda Item 5:	Certification of Aerodromes and Safety Management System implementation follow-up in the MID Region

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Agenda Item 6:	Follow up latest development in the AOP field (New Larger Aircrafts – NLAs)
Agenda Item 7:	Aerodrome Safety Aspects
Agenda Item 8:	Future Work Programme
Agenda Item 9:	Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The Sub-Group records its actions in the form of Draft Conclusions and Draft Decisions for further action and adoption by the MIDANPIRG as its Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with 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.

7.2 In the same context, the Sub-Group can record its actions in the form of Conclusions and Decisions where no further action is required by the MIDANPIRG or already authorized by MIDANPIRG.

8. LIST OF DRAFT CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 5/1:	PROPOSAL FOR AMENDMENT TO MID FASID TABLES AOP 1 AND CNS 3
DRAFT CONCLUSION 5/2:	FOLLOW-UP ELEMINATION OF DEFICIENCIES IN AOP FIELD IN THE MID REGION
DRAFT CONCLUSION 5/3:	STATUS OF IMPLEMENTATION OF CERTIFICATION OF AERODROMES
DRAFT CONCLUSION 5/4:	PROMULGATION OF INFORMATION ON CERTIFICATION OF AERODROMES IN THE STATE AIP
DRAFT CONCLUSION 5/5:	ASSISTANCE TO MID STATES ON IMPLEMENTING SAFETY MANAGEMENT SYSTEM AT AERODROMES
DRAFT CONCLUSION 5/6:	CONTINUE THE SURVEY ON READINESS OF AERODROMES TO ACCOMMODATE NLAS IN THE MID REGION
DRAFT CONCLUSION 5/7:	ESTABLISHMENT OF "PAVEMENT SURFACE MAINTENANCE PROGRAMME" AND "CORRECTION PROGRAMME FOR THE REMOVAL OF RUBBER BUILD-UP ON RUNWAYS: IN THE MID REGION
DRAFT DECISION 5/8:	UPDATES TO AOP SG TOR AND WORK PROGRAMME

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Report on Agenda Item 1

PART II - REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

1.1 The AOP SG was presented with a Provisional Agenda for its fifth meeting. After review, the meeting adopted the Agenda as shown in paragraph 6 of the History of the Meeting.

AOP SG/5
Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: FOLLOW-UP THE MIDANPIRG/9 CONCLUSIONS AND DECISIONS RELEVANT TO AOP FIELD

2.1 Under this agenda item, the meeting was apprised of the follow-up actions taken by States and the Secretariat on Conclusions and Decisions taken by MIDANPIRG meetings in connection with Aerodrome Operations Planning. The relevant list of Conclusions and Decisions and a summary of action(s) taken is at **Appendix 2A** to the report on Agenda Item 2.

AOP SG/5
 Appendix 2A to the Report on Agenda Item 2

REVIEW OF CURRENT MIDANPIRG CONCLUSIONS/DECISIONS RELATED TO AOP FIELD

CONCLUSIONS AND DECISIONS	ACTION BY	COMMENTS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 8/4: CERTIFICATION OF AERODROMES IMPLEMENTATION MANDATES</p> <p>That,</p> <p>a) MID States be urged to ensure establishment of the necessary regulatory regime to comply with Provisions of Annex 14 Volume I, related ICAO Specifications and guidance material contained in ICAO Manual Doc 9774; and</p> <p>b) MID States be invited to incorporate publication of an Incident/Accident Prevention Programme document as part of Safety Management System in the Aerodrome Manual.</p>	<p>States</p> <p>States/ Aerodrome Operators</p>	<p>This issue will be dealt with under Agenda Item 5 – WP/6</p>	<p>Valid</p> <p>Valid</p>	<p>Take action</p> <p>Take action</p>
<p>DECISION 8/7: FOLLOW UP OF STATE SAFETY MEASURES RELATED TO ADEQUACY OF EXISTING INT’L AERODROMES TO ACCOMEDATE NLA OPERATIONS</p> <p>That, appropriate mean be studied by AOP SG for follow up safety measures taken by States for the adequacy of their existing aerodromes intended to accommodated NLA operations.</p>	<p>AOP SG</p>	<p>This issue will be dealt with under Agenda Item 6 – WP/7</p>	<p>Action taken</p>	<p>Take note</p>
<p>DECISION 9/1: REVISED STATEMENT OF BORPC FOR REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION</p> <p>That, the revised Statement of BORPC for the regional air navigation planning and implementation be incorporated into the MID Basic Air Navigation Plan (ANP).</p>	<p>ICAO</p>	<p>This issue will be dealt with under Agenda Item 3 – WP/3</p>	<p>Action taken</p>	<p>Take note</p>

CONCLUSIONS AND DECISIONS	ACTION BY	COMMENTS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 9/2: MANDATORY IMPLEMENTATION OF CERTIFICATION OF INTERNATIONAL AERODROMES</p> <p>That, MID States:</p> <ul style="list-style-type: none"> a) that have slow rate of progress or have not yet started the implementation of certification of aerodromes be urged to do so; and to provide information on their implementation plans for Certification of Aerodromes and actions already taken before 12 May 2005; b) be encouraged to exchange information and experience in implementing certification of aerodromes in the MID region and worldwide; and c) may seek assistance to implement their safety programmes to benefit from the ICAO Technical Cooperation Bureaux Programme if required. 	<p>States</p> <p>States/ Aerodrome Operators</p> <p>States</p>	<p>This issue will be dealt with under Agenda Item 5 – WP/6</p>	<p>Valid</p> <p>Valid</p> <p>Valid</p>	<p>Take action</p> <p>Take note</p> <p>Take note</p>
<p>CONCLUSION 9/3: REDUCTION OF BIRD STRIKE HAZARDS TO AIRCRAFT OPERATIONS ON OR IN THE VICINITY OF MID AIRPORTS</p> <p>That,</p> <ul style="list-style-type: none"> a) an integrated approach be developed by State authorities to control Birds Hazards at airports; and b) operating agencies be urged to advise concerned States of bird strikes occurring or noticed on any of flight phases (especially in departure from airports). 	<p>States</p> <p>IATA</p>		<p>Valid</p> <p>Valid</p>	<p>Take action</p> <p>Take note</p>

CONCLUSIONS AND DECISIONS	ACTION BY	COMMENTS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>DECISION 9/4: CONDUCT A SURVEY ON THE READINESS OF MID AERODROMES TO ACCOMMODATE NEW LARGER AEROPLANES</p> <p>That,</p> <p>a) a questionnaire shall be developed and circulated to all MID States and IATA, on the readiness of MID States accommodation of NLA operations at their existing aerodromes, as contained in Appendix 5B to the report on Agenda Item 5; and</p> <p>b) available responses to the questionnaire be analysed by next AOP SG/5 meeting.</p>	<p>ICAO MID Office</p> <p>States/ AOP SG</p>	<p>A Questionnaire was developed and circulated to all MID States and IATA, available results were summarized and presented in WP 7</p>	<p>Completed</p> <p>Valid</p>	<p>Review, Analysis and Take action</p>
<p>DECISION 9/5: CONTROL OF OBSTACLES AT AND AROUND AERODROMES INT’L AERODROMES</p> <p>That, MID States be urged to:</p> <p>a) comply with ICAO Annex 14 and associated documents (relevant Annexes, PANS-OPS, Guidance Manuals,...etc) governing the control of obstacles at and around aerodromes;</p> <p>b) apprise relevant national authorities of the importance of coordinating with CAAs/Airport Operators, the control of construction heights at and around airports for safe operations of aircraft as per ICAO specifications and national regulations; and</p> <p>c) extend every national efforts to develop necessary measures including legislations to expedite the implementation of Annex 14 provisions and other related ICAO specifications.</p>	<p>States</p> <p>States/ Aerodrome Operators</p> <p>States</p>		<p>Valid</p> <p>Valid</p> <p>Valid</p>	<p>Take action</p> <p>Take action</p> <p>Take action</p>
<p>CONCLUSION 9/59: MID BASIC ANP AND FASID (Doc 9708)</p> <p>That, ICAO gives priority to the publication of the MID BASIC ANP and FASID in English and Arabic versions</p>	<p>ICAO</p>	<p>This issue will be dealt with under Agenda Item 3 – WP/4</p>	<p>Completed</p>	<p>Take note</p>

CONCLUSIONS AND DECISIONS	ACTION BY	COMMENTS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 9/60: AMENDMENT PROPOSAL TO THE MID BASIC ANP AND FASID</p> <p>That, the ICAO MID Regional Office, on behalf of MIDANPIRG, initiates an amendment proposal to the MID Basic ANP and FASID in order to update the AIS, AOP, ATM, CNS and MET regional requirements and reflect the changes made to the FASID Tables.</p>	ICAO	This issue will be dealt with under Agenda Item 3 – WP/4	Valid	Take note
<p>CONCLUSION 9/61: AMENDMENT TO THE FORM USED FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES</p> <p>That, with a view to analysing the rationale for non-elimination of 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 6A to the report on Agenda Item 6.</p>	ICAO	This issue will be dealt with under Agenda Item 4 – WP/5	Valid	Take note
<p>CONCLUSION 9/63: DEVELOPMENT OF A MID REGION’S AIR NAVIGATION DEFICIENCIES DATABASE</p> <p>That, ICAO MID Regional Office:</p> <ul style="list-style-type: none"> 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. 	ICAO MID	This issue will be dealt with under Agenda Item 4 – WP/5	Valid	Take action

CONCLUSIONS AND DECISIONS	ACTION BY	COMMENTS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 9/64: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</p> <p>That,</p> <p>a) States review their respective lists of identified deficiencies and formulate and forward an action plan to the ICAO MID Regional Office for review;</p> <p>b) States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG;</p> <p>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;</p> <p>d) States explore and consider ways and means to eliminate deficiencies by reliable ways for funding;</p> <p>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);</p> <p>f) States be encouraged to foster the creation of regional and 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</p> <p>g) when required, States request ICAO assistance through Technical Co-operation Programme and/or Special Implementation Projects (SIP).</p>	<p>States</p> <p>States</p> <p>States</p> <p>States</p> <p>State/ICAO</p> <p>States</p> <p>States/ICAO</p>	<p>This issue will be dealt with under Agenda Item 4 – WP/5</p>	<p>Valid</p>	<p>Review and update list of Deficiencies by concerned States</p> <p>Take note to follow</p> <p>Take note to follow</p> <p>Take note to follow</p> <p>Take note</p> <p>Take note</p>

CONCLUSIONS AND DECISIONS	ACTION BY	COMMENTS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>DECISION 9/65: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE ANS WG</p> <p>That, revised Terms of Reference and Work Programme of the ANS WG be adopted as shown at Appendix 6N to the report on Agenda Item 6</p>	ANS WG	This issue will be dealt with under Agenda Item 4 – WP/5	Completed	Take note

AOP SG/5
Report on Agenda Item 3

**REPORT ON AGENDA ITEM 3: REVIEW AND UPDATE TABLES AOP 1 AND CNS 3 OF MID FASID
IN RELATION TO AERODROME OPERATIONS**

3.1 The meeting recalled that the FASID AOP Table shows the Facilities and Services to be provided at each State's International aerodromes. The Physical Characteristics of the Runway, Taxiway and Apron are decided on the basis of Traffic Forecasts and the largest aircraft normally expected to use the aerodrome, and that those Facilities and Services should conform to the BORPC and the ICAO SARPs contained at Annex 14 and other relevant ICAO specifications.

3.1.1 The meeting was apprised with the rationale for the revision of the statement of Basic Operational and Planning Criteria (BORPC) that has been carried out by the Air Navigation Commission. In this regard, the meeting was informed that ANC had approved the revised Statement of BORPC for use by all ICAO Regions, on 22 February 2005. The revised BORPC reflects recent developments in different areas of air navigation systems. Hence, MIDANPIRG/9 meeting adopted Decision 9/1 to incorporate the revised Statement of BORPC, into the MID Basic air navigation plan (ANP) of all ICAO Regions.

3.2 The meeting noted with concern the information that was provided on the revised items of BORPC related to Aerodrome operations planning.

3.3 The meeting noted the progress made in the process of preparation and approval of the final version of the MID BASIC ANP and FASID (Doc 9708). It was informed that MIDANPIRG/9 meeting requested ICAO to expedite the publication of the MID BASIC ANP and FASID in English and Arabic versions.

3.4 Updates of MID FASID AOP-1 tables were received from seven States (Bahrain, Iran, Iraq, Jordan, Lebanon, Saudi Arabia and Syria) as indicated in **Appendix 3A** to the report on Agenda Item 3. CNS 3 tables updates were received from five States (Iran, Iraq, Jordan, Lebanon, and Syria) as indicated in **Appendix 3B** to the report on Agenda Item 3. In this connection, an appropriate amendment proposal will be prepared based on the information received from States and shall be circulated by ICAO MID office for approval in accordance with ICAO established procedures.

3.5 The meeting was informed that seven States have responded to MID Regional Office Fax ME-142 dated 26 April 2005 that requested all MID States to submit information on the main data of their International Aerodromes which was required to remove any inconsistencies in main data related to AOP 1 tables (reflected in different Air Navigation fields; AIS, AOP, CNS and MET Tables). Updated information is indicated at **Appendix 3C** to the report on Agenda Item 3 and was incorporated in the updated AOP 1 and CNS 3 tables.

3.6 The meeting requested all MID States to verify main data contained in columns 1,2,3,4,6,7 of **Appendix 3A** to the report on Agenda Item 3, and to inform MID Regional Office not later than **30 July 2005**.

3.7 The attention of the meeting was drawn to the procedure for the amendment of the Basic Air Navigation Plan as approved by the Council on 25 February 1998, and that for the amendment of the FASID, as approved by the Council on 26 February 1997, that form part of the Introduction of MID Basic ANP (Doc. 9708, Volume I). These procedures are to be followed to initiate an amendment for the MID Basic ANP and/or MID FASID. It was highlighted, in this respect, that the procedure for the amendment of the FASID, which contains dynamic material, is more simplified. On the other hand, the stable information contained in the Basic ANP shall be subjected to the traditional amendment process and approval.

3.8 Accordingly, the meeting formulated the following Draft Conclusion:

DRAFT CONCLUSION 5/1: PROPOSAL FOR AMENDMENT TO MID FASID TABLES AOP 1 AND CNS 3

*That, a proposal for Amendment as contained in **Appendices 3A & 3B**, be issued according to established procedures to reflect updates to AOP1 & CNS3 tables of MID FASID.*

TABLE FASID AOP 1 – PHYSICAL CHARACTERISTICS, RADIO AND
VISUAL AIDS AT AERODROMES

Note - The names of aerodromes listed in column 1 of the following table derive from the list of international aerodromes required in the AOP Part of the Basic MID ANP.

EXPLANATION OF THE TABLE

General

Table AOP 1 shows the operational requirements for air traffic services, physical characteristics, radio navigation aids, visual aids and runway visual range (RVR) at each aerodrome.

Columns 6 to 9 show physical characteristics related to taxiways and runways. The physical characteristics of taxiways should be appropriate for the runways with which they are related.

Columns 5 and 10 to 13 show the requirements for air traffic services, radio and visual aids and RVR for the runway with which the entry is associated. These aids are generally indicated by "X" and the "X" indicates that the aid should be in accordance with the type of runway (column 7). If the aid is different from the type of runway, then a "1", "2" or "3" is entered to indicate Category I, II or III, respectively.

Column

- 1 Name of the city and aerodrome, preceded by the location indicator.

Note.—When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.

Designation of the aerodrome as:

RS — international scheduled air transport, regular use
RNS — international non-scheduled air transport, regular use
AS — international scheduled air transport, alternate use
ANS — international non-scheduled air transport, alternate use

When an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown. An exception is that AS aerodromes are identified even when they are required for regular use by international non-scheduled air transport.

- 2 Alternate aerodromes for the regular aerodromes listed in column 1, or if the aerodrome listed in column 1 serves only as an alternate, the regular aerodromes for which it is an alternate. The aerodrome is shown by listing the name of the city, preceded by the location indicator.
- 3 Aerodrome reference code (RC) for aerodrome characteristics expressed in accordance with Annex 14, Volume I, Chapter 1.
- 4 Required rescue and fire fighting service (RFF). The required level of protection is expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, Chapter 9, Section 9.2.
- 5 Air traffic services:
- APP — Approach control service. An "R" is shown it indicates that the service should be provided with radar.
TWR — Aerodrome control tower. An "R" is shown it indicates that the service should be provided with an aerodrome surface movement radar.
ATIS — Automatic Terminal Information Service.
AFIS — Aerodrome Flight Information Service.

- 6 Runway designation numbers.
- 7 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1 are:

NINST — non-instrument runway
 NPA — non-precision approach runway
 PA1 — precision approach runway Category I
 PA2 — precision approach runway Category II
 PA3 — precision approach runway Category III

- 8 Taxiway (TWY) to be provided to threshold of associated runway.
- 9 Required runway length expressed in terms of a balanced field length. In planning, account is taken of local conditions. If the requirement for alternate use is more critical, the aircraft type and runway length required are also indicated below the abbreviation “AS”.

Critical aircraft for pavement strength and required pavement strength expressed as the all-up mass in thousands of kilograms. The operational mass of an aircraft, such as B747 and DC10, which may have a bearing on the design of culverts, cable ducts, bridge overpasses, etc., is also shown. If the aircraft requiring the aerodrome for alternate use is more critical, the aircraft type and pavement strength required are also indicated below the abbreviation “AS”.

Note 1.— A specific aircraft model based on the best available sources of information should be selected for planning runway length as this requirement is particularly affected by aircraft model differences. Aircraft models should thus be reviewed carefully to see that the correct one is used in determining the aerodrome characteristics. ICAO's Air Navigation Commission has directed that RAN meetings provide in the plan as realistic figures as possible on runway length and pavement strength requirements at individual aerodromes.

Note 2.— For international general aviation aerodromes, when there is no requirement for the runway to be paved, the pavement strength may be shown as “UNPAV”.

Note 3.— Should a requirement for more than one runway be indicated for an aerodrome, the lengths of the secondary runways. A specification concerning the lengths of such runways can be found in Annex 14, Volume I, Chapter 3, Section 3.1.7.

Note 4.— When the length or pavement strength is not a current requirement, the year in which it will be required is entered.

Radio navigation aids (approach and landing)

- 10 PA-Precision Approach Aid, shown against the runway to be served and indicated by an “X” .

NPA— Non Precision Approach Aid. An “X” indicates that the aid should be provided.

T —Terminal Navigation Aid. An “X” indicates that one of the aids should be provided.

Note: Refer to Table CNS 3 for details. The appropriate radio navigation aid and the requirement of aligning DME with ILS/VOR are shown in this Table CNS 3.

Lighting aids

- 11 PA — precision approach lighting system, Category I, II or III shown by an “X” if the aid is the same category as the runway type (column 7) or, if it is different, by the numeral 1, 2 or 3 against the runway to be served, to indicate the type of system required.

SA — simple approach lighting system, shown by an “X” against the runway to be served.

VA — visual approach slope indicator system, shown by an “L” or an “S” against the runway to be served. The letter “L” indicates that the system should be PAPI or T-VASIS (AT-VASIS) and the letter “S” indicates that the system should be PAPI/(APAPI).

RWY — runway edge, threshold and runway end lighting. An “X” indicates that these aids should be provided.

CLL — runway centre line lighting, shown by an “X” against the runway to be served.

TDZ – runway touchdown zone lighting, shown by an “X” against the runway to be served.

TE – taxiway edge lighting. An “X” indicates that the aid should be provided. This requirement pertains to the entire aerodrome and only one entry is made when planning requirements for more than one runway are shown.

TC – taxiway centre line lighting. An “X” indicates that this should be provided for the particular runway with which the entry is associated.

STB – stop bars. An “X” indicates that stop bars should be provided for the runway with which the entry is associated.

B – aerodrome or identification beacon. An “X” indicates that the aid should be provided. This requirement pertains to the entire aerodrome and only one entry is made when planning requirements for more than one runway are shown.

Marking aids

12 **DES** – runway designation marking, shown by an “X” against the runway to be served.

CLM – runway centre line marking. An “X” indicates that the aid should be provided.

THR – runway threshold marking, shown by an “X” against the runway to be served.

TDZ – runway touchdown zone marking, shown by an “X” against the runway to be served.

SST – runway side stripe marking. An “X” indicates that the aid should be provided.

AMG – aiming point marking, shown by an “X” against the runway to be served.

TWY – taxiway centre line and, where required, edge marking. An “X” indicates that the aid should be provided.

HLD – taxiway holding position marking, shown by an “X” against the runway to be served. The pattern of the marking should conform to the provisions of Annex 14, Volume I, Section 5.2.9.

13 **Runway visual range (RVR).**

TDZ – observations should be provided representative of the touchdown zone.

MID – observations should be provided representative of the middle of the runway.

END – observations should be provided representative of the stop end portion of the runway.

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMES DE DEGAGEMENT AERODROMOS DE ALTERNATIVA	AERODROME AERODROME						PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS						MARKING AIDS MARQUES SEÑALAMIENTO				RVR				
		RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	T W Y	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	P A	S A	V A	R W Y L Z	C L D E C B	T T T T	S B	D E S	C L M	T H R Z		T D S T G	A M Y D	T W L Y D	M E D I N Z D D
				A	T	A	A																						
1	2	3	4	5				6	7	8	9			10			11						12				13		
OIIE TEHRAN/Emam Khomeini Intl RS (Future) (Re-opened on 30 April 2005)	OISS Shiraz OIFM Esfahan OMDB Dubai OKBK Kuwait OMSJ Sharjah OIII Tehran OBBI Bahrain	4E	9	X	X	X		11L NPA 29R PA2				4200 B747 365	X	X		X	L X X X X L X X X			X	X X X X X X X X X X X X							X	
OIII TEHRAN/Mehrabad Intl RS	OMDB Dubai OIFM Esfahan OKBK Kuwait OMSJ Sharjah OISS Shiraz OBBI Bahrain	4E	9	R	X	X		11R NPA 29L PA1 11L NPA 29R NPA		X		4070 B747 290 3992 A300 265	X		X	X	L X L X L X L X		X	X X X X X X X X X X X X							X		
OIZH ZAHEDAN/Zahedan Intl RS	OIKB Bandar OIMM Abbas Mashhad	4D	8	X	X	X		17 NPA 35 NINST NPA-PA1		X		4250 A300 142	X	X		X	L X L X		X	X X X X X X X X X X X X							X		

CITY/AERODROME/USE VILLE/AERODROME/EMPLOI CIUDAD/AERODROMO/USO	ALTERNATE AERODROMES AERODROMOS DE DEGAGEMENT AERODROMOS DE ALTERNATIVA		AERODROME AERODROME				PHYSICAL CHARACTERISTICS CARACTERISTIQUES PHYSIQUES CARACTERÍSTICAS FÍSICAS				RADIO AIDS AIDES RADIO RADIOAYUDAS			LIGHTING AIDS AIDES LUMINEUSES AYUDAS LUMINOSAS						MARKING AIDS MARQUES SEÑALAMIENTO				RVR														
			RC	RFF	ATS				RWY NO PISTE NO PISTA NO	RWY TYPE TYPE DE PISTE TIPO DE PISTA	T W Y	RWY LENGTH LONG. DE PISTE LONG. DE PISTA PAV. STRENGTH RESISTANCE RESIST. PAVIM.	PA	NPA	T	P A	S A	V A	R W	C L	T D	S T	B		D E	C L	T H	T D	S M	A Z	T G	H Y	W L	D D	T M	E D	I N	Z D
					A	T	A	A																														
1	2		3	4	5				6	7	8	9			10			11						12				13										
OYRN MUKALLA/Riyan RS	OYAA	Aden	4E	9	X	X			06 24	NPA NPA	X			X X	L L	X X		X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X			
OYSN SANA'A/Sana'a Intl RS	OYAA OYHD OEJN OYTZ	Aden Hodeidah Jeddah Taiz	4E	9	X	X			18 36	PA1 NPA	X	X	X	X	L L	X X		X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X			
OYTZ TAIZ/Ganad RS	OYAA HFFF OYHD OYSN	Aden Djibouti Hodeidah Sana'a	4E	9	X	X			01 19	NPA NPA	X			X X	L L	X X		X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X			

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Appendix 3B to the Report on Agenda Item 3

MID FASID – CNS-3

4-CNS 3-1

TABLE CNS 3 – RADIO NAVIGATION AIDS (MID REGION)

TABLA CNS 3 – AYUDAS PARA LA RADIONAVEGACIÓN (REGIÓN MID)

EXPLANATION OF THE TABLE

Column

- 1 Name of the country, city and aerodrome and, for en-route aids, the location of the installation.
- 2 The designator number and runway type:

NPA – non-precision approach
PA-1 – precision approach runway, Category I
PA-2 – precision approach runway, Category II
PA-3 – precision approach runway, Category III
- 3 The functions carried out by the aids appear in columns 4 to 8 and 10 to 12:

A/L – Approach and landing
T – Terminal
E – En-route
- 4 ILS – Instrument landing system. Roman numeral I and II indicate the acting category of the ILS, I, II or III. (I) indicates that the facility is implemented

The letter “D” indicates a DME requirement to serve as a substitute for a marker beacon component of an ILS

Note.—Indication of category refers to the standard of facility performance to be achieved and maintained in accordance with pertinent specifications in ICAO Annex 10 and not to the specifications of the ILS equipment itself, which are not necessarily the same.

An asterisk () indicates that the ILS requires a Category II signal quality, but without reliability and availability provided by redundant equipment and automatic changeover.*
- 5 Radio beacon localizer, be it associated with an ILS or to be used as an approach aid to an aerodrome.
- 6 Radiotelemetrical equipment. When an “X” appears in column 6 in line with the VOR in column 7, this indicates the need that the DME be installed at a common site with the VOR.
- 7 VOR VHF omnidirectional radio range.
- 8 NDB – Non Directional Beacon
- 9 The distance and altitude to which signal protection of the VOR or VOR/DME are required, indicated in nautical miles (NM) and in thousands of feet.
- 10, 11 GNSS-global navigation satellite system (includes GBAS and SBAS).

GBAS (ground-based augmentation system) implementation planned to be used in precision approach and landing CATI, CATII, CAT III.

SBAS (Satellite-based augmentation system) implementation planned to be used for route navigation, for terminal, for non precision approach and landing. An “X” indicates service availability,; exact location of installation will be determined.

Note.- GPS receiver is under standard rules and ABAS (aircraft-based augmentation system)

12

Remarks

Note.- Columns 5 to 12 use the following symbols:

X- Required but not implemented

XI- Required and implemented

EXPLICATION DU TABLEAU

(To be completed by HQ)

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
ASWAN/ Aswan Intl	17 PA1 35 PA1	A/L T E	II	X	XI XI	XI XI		150/45			
TABA/ Taba Int'l	04 NPA 22 NPA	A/L T			X	XI	XI	150/45 100/45			
IRAN, ISLAMIC REPUBLIC OF											
ABADAN	32L PA 1	A/L E	I* (I)		XI	XI		200/45			
AHWAZ	30 PA 1	A/L E	I* (I)		XI	XI		300/45			
ARDABIL	34 33 PA 1	A/L E	I* (I)		XI	XI		200/45			
ASALOYEH	30 PA 1	A/L E	I*		XI	XI		300/45			
BANDAR ABBAS/Intl	21L PA1	A/L E	I* (I)		XI	XI		200/45			
BANDAR LENGEH	NPA	A/L E			XI	XI		200/45			
BANDAR MAHSHAHR / MAHSHAHR	NPA	A/L E			XI	XI		300/45			
BIRJAND		E			XI	XI		300/50			
BOJNORD	NINST	E			XI	XI		150/45			
BUSHEHR	NPA 30 PA2	A/L E	I*		XI	XI		300/45			
CHAH BAHAR / KONARAK	NPA	A/L E			XI	XI		200/45			
DARBAND		E			XI	XI		300/45			
DEH-NAMAK		E			XI	XI		300/45			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
ESFAHAN / Shahid Beheshti Intl	26R PA 1	A/L E	I*(I)		XI	XI		300/45			
HAMADAN	NPA	A/L E			XI	XI		200/45			
ILAM	NPA	A/L E			XI	XI		300/45			
IRAN-SHAHR	NPA	A/L E			X	X		300/45			
JAM/TOHID	NPA	A/L			XI	XI		300/45			
KARAJ / PAYAM	NPA	A/L			XI	XI		200/45			
KERMAN	NPA 34 PA1	A/L E	I*(I)		XI	XI		200/45			
KERMANSHAH / Shahid Ashrafi Esfahani	29 PA1	A/L E	I* (I)		XI	XI		300/45			
KHARK ISLAND /Khark	NPA	A/L E			XI	XI		300/45			
KHORAM ABAD	29 PA 1	A/L E	I*		XI	XI		200/45			
KISH ISLAND	NPA	A/L E			XI	XI		200/45			
MALAYER		E			XI	XI		300/45			
MASHHAD / Shahid Hashemi Nejad Intl	31R PA1	A/L E	I* (I)		XI	XI		300/45			
NOSHAHR	NPA	A/L E			X	X		200/45			
OMIDIYEH	NPA	A/L			XI	XI		200/45			
RASHT	27 PA 1	A/L E	I* (I)		XI	XI		300/45			
SABZEVAR	NPA	A/L E			XI	XI		300/45			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
ANARAK		E			XI	XI		300/45			
SANANDAJ	NPA	A/L E			XI	XI		200/45			
SARI/Dashte-Naz	NPA	A/L E			XI	XI		300/45			
SAVEH		E			XI	X		300/45			
SHIRAZ / Shahid Dastghaib Intl	29L PA 1	A/L E	I* (I)		XI	XI		300/45	X		
SIRJAN	NPA	A/L E			XI	XI		200/45			
TABRIZ Intl	30R PA 1	A/L E	I* (I)		XI	XI		200/45			
TEHRAN/Imam Khomeini Intl	29R PA 2	A/L	II* (I)		XI	XI		300/45			
TEHRAN/Mehrabad Intl	29L PA 1	A/L E	I* (I)	XI	XI	XI		300/45	X		
UROMIYEH	NPA 21 PA1	A/L E	I* (I)		XI	XI		200/45			
YAZD / Shahid Sadooghi	NPA	A/L E			XI	XI		300/45			
ZAHEDAN	NPA 35 PA1	A/L E	I* (I)		XI	XI		200/45			
ZANJAN	NPA	E			XI	XI	XI	200/45			
IRAQ											
AIN ZALAH		E			X	X		100/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
BAGHDAD/Saddam Baghdad Int'l	15R PA-2 33L PA-2 45L PA-2 33R PA-2	A/L A/L A/L A/L E	II (I) II (I) II (I) II (I)	X X X X	X X X X X	X X X X		200/45			
BASRAH/Intl	14 PA-2 32 PA-2	A/L A/L E	II (I) II (I)	X X	X X	X X		300/45			
HASHIMIYA		E			X	X		200/45			
(HADITHA)		E			X	X		100/50			
MANDALY		E									
MOSUL	PA2 1	A/L		X	X	X					
SAMARA		E			X	X		200/45			
HAWIJA		E			X	X		100/50			
SHATRA		E			X	X		100/50			
ISRAEL											
ELAT/Elat	03 NPA 21 NINST	A/L E			XI XI X	XI XI X		300/45			
HAIFA/Haifa	16 NINST 34 NINST										
JERUSALEM/Atarot	12 NINST 30 PA 1	A/L A/L	I*								
METZADA		E			X	X		150/45			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
NATANIA		E			X	X		150/45			
OVDA/Intl	20R NPA	A/L	I		X	X		150/50			
	02L NINST										
TEL AVIV/Ben Gurion	03 NPA				XI	XI					
	21 NINST	A/L			XI	XI					
	08 NINST	A/L	I* (I)	X	XI	XI					
	26 PA 1	A/L	I* (I)	X	XI	XI					
	12 PA 1	E			XI	XI					
	30 NPA	E			XI	XI		150/50			
						X		200/50			
						X					
TEL AVIV/Sde-Dov	03 NINST	A/L									
	21 NINST	A/L									
ZOFAR		E			X	X		150/45			
JORDAN											
AMMAN/MARKA	24 PA 1	A/L	I (I)	XI	XI	XI	X	150/50			
		E			X	XI			X		
AMMAN/Queen Alia	08R NPA	A/L			XI	XI					
	26L PA 2 1	A/L	I*	XI	XI	XI	X			X	
	08L NPA 1	A/L			XI	XI	X				
	26R NPA1	A/L			XI	XI					
AQABA/Aqaba king Hussein	02 01 PA 1	A/L	I*	XI	XI	XI	X	200/50			
		E			X	X		200/50	X		
METSA		E			X	X		150/50			
QATRANEH		E			X	X		100/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
KUWAIT											
KUWAIT/Intl	15R PA 2 33L PA 2 15L PA 2 33R PA 2	A/L A/L A/L A/L T E	II (I) II (I) II (I) II (I)	XI XI	XI XI XI XI						
								300/50 300/50			
LEBANON											
BAYSUR											
		E					X				180/40
BEIRUT/Beirut Intl	48 16 PA 1 24 17 PA 1 03 PA 1 21 PA 1	A/L A/L A/L E AL	I* (I) D I* (I) D I* (I) D I* (I) D	X X X X	X I X I X I X I	X I X I X I X I					
								150/45			
CHEKKA		E			XI	XI		80 150/50			
SAIDA KHALDE		E/T			XI	XI		150/50			
BOD		E/T					XI	150			
BAB		E/T					XI	150			
OMAN											
HAIMA		E			X I	X I		200/45			
IZKI		E			X I	X I		200/45			
MARMUL		E			X I	X I		200/45			
MUSCAT/Seeb Intl	08 PA 1 26 PA 1	A/L A/L E	I* (I) D I* (I) D		X I X I X I			200/45			
SALALAH/Salalah	07 NPA 25 PA 1	A/L A/L E	I* (I) D		X I X I X I	X I X I X I		200/45			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
SUR		E			X I	X I		200/45			
QATAR DOHA/Doha Intl	16 NPA 34 PA 1	A/L A/L E	I* (I)	X	X X X	X X X		300/45			
SAUDI ARABIA AL JOUF	10 NPA 28 NPA 28 PA 1	A/L A/L A/L T	I*		XI XI XI X	XI XI XI X		300/50			
AL SHIGAR		E			XI	XI		300/50			
ARAR	10 NPA 28 NPA	A/L A/L T E			XI XI X XI	XI XI X XI		300/50			
BAHA	07 NPA 25 NPA 25 NPA 25 PA 1	A/L A/L A/L A/L T	I*	X	XI XI XI X	XI XI XI X		300/50			
BIR DURB		E			X	X		300/50			
BISHA	18 NPA 36 NPA 18 PA1	A/L A/L A/L T E	I*		XI XI X X X	XI XI X X X		300/50			
BOPAN		E			XI	XI		300/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
DAFINAH		E			XI	XI		300/50			
DAMMAM (King Fahad Intl)	16L PA 1 34R PA 1 16R PA 1 34L PA 1	A/L A/L A/L A/L T E	I (I) I (I) I (I) I (I)		XI XI XI XI XI XI	XI XI XI XI XI XI		300/50			
GASSIM	15 NPA 33 NPA 15 PA 1	A/L A/L A/L T E	I*		XI XI X X X	XI XI X X X		300/50			
GURIAT	10 NPA 28 NPA 28 NPA	A/L A/L A/L T E		X	XI XI X X X	XI X X X X		300/50			
HAFR AL-BATIN	16 NPA 34 NPA	A/L A/L T E			XI XI X XI	XI XI X XI		300/50			
HAIL	18 NPA 36 NPA 18 PA 1	A/L A/L A/L T E	I*		XI XI X X X	XI XI X X X		300/50			
HALAIFA		E			XI	XI		300/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
JEDDAH/King Abdul Aziz Intl	16R PA 2 34L PA 2 16L PA 1 34R PA 1 16C PA 2 34C PA2	A/L A/L A/L A/L A/L A/L T E	II (I) II (I) I* (I) I* (I) II (I) II (I)		XI XI XI XI XI XI XI XI	XI XI XI XI XI XI		300/50			
JUBAIL	17 NPA 35 NPA 35 PA 1	A/L A/L A/L T	I*		X X	X X		300/50			
MADINAH/Prince Mohammad Bin Abdulaziz	17 PA 1 35 PA 1 36 PA 1 18 NPA	A/L A/L A/L A/L T E	I* I* I*	X X	XI XI XI XI XI XI	XI XI XI XI XI XI		300/50			
MAGALA		E			XI	XI		300/50			
RABIGH		E			XI	XI		300/50			
RAFHA	11 NPA 29 NPA	A/L A/L T E			XI XI X XI	XI XI X XI		300/50			
RAGHBA		E			XI	XI		300/50			
RIYADH/King Khalid Intl	15L PA 1 33R PA 1 15R PA 1 33L PA 1	A/L A/L A/L A/L T E	I* (I) I* (I) I* (I) I* (I)		XI XI XI XI XI XI	XI XI XI XI XI XI		300/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
TURAIF	10 NPA 28 NPA	A/L A/L T E			XI XI X XI	XI XI X XI		300/50			
WADI AL-DAWASIR	10 NPA 28 NPA 10 PA 1	A/L A/L A/L T E	I*		XI XI XI X XI	XI XI X X XI		300/50			
WEDJH	15 NPA 33 NPA 33 NPA 33 PA 1	A/L A/L A/L A/L T E	I*	X	XI XI X XI	XI XI X XI		300/50			
YENBO	10 NPA 28 NPA 28 PA 1	A/L A/L A/L T E	I*		XI XI XI X XI	XI XI X X XI		300/50			
SYRIAN ARAB REPUBLIC											
ALEPPO/Neirab	27 N PA2	A/L E		X		X X		150/50			
DAMASCUS/Intl	05L NPA2 23R PA 4 2 05R NPA2	A/L A/L A/L E	I* (I)	X	X X X X	X X X X		150/50			
KARIATAIN		E			X	X		150/50			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
LATAKIA/Bassel -Al-Assad	17 NPA	A/L		X	X	X					
TANF		E				X		160/40			
UNITED ARAB EMIRATES											
ABU DHABI/Abu Dhabi Intl	13 PA 1 31 PA 3	A/L A/L E	I* (I) III (I)		X I X I X I	X I X I X I		300/45			
AL AIN/AI Ain Intl	01 PA 1 19 NPA	A/L A/L E	I*		X I X I X I	X I X I X I		300/45			
DUBAI/Dubai Intl	12L PA 3 30R PA 3 12R PA 2 30L PA 2	A/L A/L A/L A/L E	III (I) III (I) II (I) II (I)		X I X I X I X I X I	X I X I X I X I X I		300/45			
FUJAIRAH/Fujairah Intl	11 NPA 29 PA 1	A/L A/L T	I* (I)		X I X I X I	X I X I X I		40/25			
RAS AL KHAIMAH/Ras al Khaimah Intl	16 NPA 34 PA 1	A/L A/L	I* (I)	X X	X I	X I					
SHARJAH/Sharjah Intl	12 NPA 30 PA 1	A/L A/L E	I* (I)	X I	X I X I	X X X I		300/45			

Station	RWY Type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		REMARKS OBSERVACIONES
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
YEMEN											
ADEN/Intl	08 NPA 26 PA 1	A/L A/L E	I* (I)	X	X X X	X X X		300/50			
AL-GHAIDAH		E			X	X		300/50			
HODEIDAH	03 NPA 21 NPA	A/L A/L E		X X	X X X	X X X		200/45			
RIYAN/Intl	06 NPA 24 NPA	A/L A/L E			X X X	X X X		300/50			
SANA'A/Intl	18 PA 1 36 NPA	A/L A/L E	I* (I)	X	X X X	X I X I X I		200/45			
SIYUN		E			X	X		150/45			
TAIZ/Intl	01 NPA 19 NPA	A/L A/L E		X X	X X X	X X X		200/45			

Appendix to Table CNS 3

GEOGRAPHIC SEPARATION CRITERIA FOR VOR, VOR/DME AND ILS INSTALLATIONS

1.1 *VHF omnidirectional radio range (VOR)/distance measuring equipment (DME)*

1.1.1 In the selection of frequencies for VOR and/or VOR/DME the following criteria are to be applied:

- a) for VORs required to serve en-route flight operations, geographic separations of:
 - 1) for co-channel, 1020 km (550 NM) between 200 NM/45K (facilities' service distance/ratio of facilities' ERPs) facilities and 1330 km (720 NM) between 300 NM/45K facilities;
 - 2) for adjacent channel, 410 km (220 NM);
- b) for VORs required for use in terminal areas (40 NM/25K), geographic separations of:
 - 1) for co-channel, 370 km (200 NM);
 - 2) for adjacent channel*, 110 km (60 NM); and
- c) for VORs required for use in approach and landing operations (25 NM/10K), geographic separation of:
 - 1) for co-channel, 240 km (130 NM);
 - 2) for adjacent channel*, 55 km (30 NM).

1.1.2 Detailed frequency assignment criteria for VOR are provided in Annex 10, Volume I, 3.3.2 and Attachment C to Part I, Sections 3.4. and 3.5, and Part II, Section 4.2 (see the note below).

1.1.3 Detailed frequency assignment criteria for DME are provided in Annex 10, Volume I, 3.5.3.3 and Attachment C to Part I, and Part II, Section 4.3 (see the note below).

1.2 *Instrument landing system (ILS)*

1.2.1 Considering the density of ILS installations in the MID Region, the 325 km (175 NM) geographic separation for co-channel operation is to be applied.

1.2.2 Detailed frequency assignment criteria for ILS are provided in Annex 10, Volume I, 3.1.3.2, Attachment C to Part I, Section 3.5 and Part II, Section 4.2 (see the note below).

Note.—As a consequence of the restructuring of Annex 10 (see paragraph 6.50 of the report on Agenda Item 6) and following Amendment 71 to this Annex, Attachment C to Part I should be referred to as Attachment C to Volume I, and Part II of Volume I will constitute Volume V of Annex 10.

* Based on 100 kHz channel spacing

AOP SG/5
Appendix 3C to the Report on Agenda Item 3

TABLE AOP 1
June 2005

CITY/AERODROME/USE	ALTERNATE AERODROMES	AERODROME		PHYSICAL CHARACTERISTICS	
		RC	RFF	RWY NO	RWY TYPE
1	2	3	4	6	7
AFGHANISTAN					
BAHRAIN OBBI BAHRAI/Bahrain int'l RS	OMAA Abu Dhabi OMAL Al Ain OEDF Dammam OTBD Doha OMDB Dubai OXBK Kuwait OERK Riyadh OMSJ Sharjah	4E	10	12 R 30L 12L 30R	NPA NPA PA2 PA2
EGYPT					
IRAN OIKB BANDAR ABBASS / Bandar Abbass RS OIFM ESFAHAN/ Shahid Beheshti Int'l RS	OMAA Abu Dhabi OBBI Bahrain OTBD Doha OMDB Dubai OISS Shiraz OISS Shiraz OIII Tehran	4D 4E	8 9	03R 21L 03L 21R 08L 26R 08R 26L	NPA PA1 NINST NINST NPA PA1 NPA NPA

CITY/AERODROME/USE	ALTERNATE AERODROMES	AERODROME		PHYSICAL CHARACTERISTICS	
		RC	RFF	RWY NO	RWY TYPE
1	2	3	4	6	7
OIMM MASHAD/ Shahid Hashemi Nejad Int'l RS	OIII Tehran	4D	9	13L 31R 13R 31L	NPA PA1 NPA NPA
OISS SHIRAZ/Shiraz Intl RS	OBBI Bahrain OIFM Esfahan	4D	9	11R 29L 11L 29R	NINST PA1 NINST NPA
OITT TABRIZ/Tabriz RNS	OIII Tehran OIFM Esfahan	4D	9	12L 30R 12R 30L	NPA PA1 NINST NINST
OIIE TEHRAN/Emam Khomeini Intl RS	OISS Shiraz OIFM Esfahan OMDB Dubai OKBK Kuwait OMSJ Sharjah OIII Tehran OBBI Bahrain	4E	9	11L 29R	NPA PA2
OIII TEHRAN/Mehrabad Intl RS	OMDB Dubai OIFM Esfahan OKBK Kuwait OMSJ Sharjah OISS Shiraz OBBI Bahrain	4E	9	11R 29L 11L 29R	NPA PA1 NPA NPA
OIZH ZAHEDAN/Zahedan Intl RS	OIKB Bandar Abbass OIMM Mashhad	4D	8	17 35	NINST PA1
IRAQ					
ORBS BAGHDAD/ Baghdad Int'l RS	ORMM Basrah Int'l	4E	9	15R 33L 15L 33R	NINST NINST NINST NINST
ORMM BASRAH/Basrah Int'l RS	ORBS Baghdad Int'l	4E	9	14 32	NINST NINST

CITY/AERODROME/USE	ALTERNATE AERODROMES	AERODROME		PHYSICAL CHARACTERISTICS	
		RC	RFF	RWY NO	RWY TYPE
1	2	3	4	6	7
ISRAEL					
JORDAN					
OJAM AMMAN/Marka Int'l AS	OJAI AMMAN/Queen Alia Int'l	4 E	8	06 24	NPA PA1
OJAI AMMAN/Queen Alia Int'l RS	OJAM AMMAN/Marka Int'l	4 E	9	08R 26L 08L 26R	NPA PA1 PA1 PA1
OJAQ AQABA/Aqaba int'l RNS	OJAM AMMAN/Queen Alia Int'l	4 D	7	01 19	PA1 NPA
KUWAIT					
OKBK KUWAIT/Kuwait Int'l RS	ORBS Baghdad OBBI Bahrain ORMM Basrah OEDF Dammam OERK Riyadh	4E	9	15R 33L 15L 33R	PA2 PA2 PA2 PA2
LEBANON					
OLBA BEIRUT/Beirut Int'l Airport RS	HECA Cairo OSDI Damascus LCLK Larnaca	4E	9	03 21 16 34 17 35	PA1 PA1 PA1 NINST PA1 NINST
OMAN					

CITY/AERODROME/USE	ALTERNATE AERODROMES	AERODROME		PHYSICAL CHARACTERISTICS	
		RC	RFF	RWY NO	RWY TYPE
1	2	3	4	6	7
QATAR					
OTBD DOHA/DOHA Int'l RS	OBBI BAHRAIN Int'l	4E	CAT9	16 34	NPA PA2
SAUDI ARABIA					
SYRIA					
OSDI DAMASCUS/Damascus int'l RS	OSAP Aleppo ASLK Bassel Al-Assad	4E	CAT 8	23R 05/L	PA2 PA2
OSAP ALEPPO/Aleppo Int'l /RS	OSDI Damascus	4D	CAT 7	23L 05R 09 27	PA2 PA2 PA2 PA2
OSLK LATTAKIA/Bassel Al-Assed int'l RS	OSDI Damascus OSAP Aleppo	4D	CAT 5	17 35	NINST NINST
OSDZ DEIR ZZOR/Deir Zzor Int'l RS	OSDI Damascus	4D	Local	10 28	NINST NINST
OSKL KAMISHLY/Kamishly Int'l RS	OSDI Damascus	4D	Local	03 21	NINST NINST
UNITED ARAB EMIRATES					
YEMEN					

Column

- 1 Name of the city and aerodrome, preceded by the location indicator

Designation of the aerodrome as:
RS - international scheduled air transport, regular use
RNS - international non-scheduled air transport, regular use
AS - international scheduled air transport, alternate use
ANS - international non-scheduled air transport, alternate use

When an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown. An exception is that AS aerodromes are identified even when they are required for regular use by international non-scheduled air transport.
- 2 Alternate aerodromes for the regular aerodromes listed in column 1, or if the aerodrome listed in column 1 serves only as an alternate, the regular aerodromes for which it is an alternate. The aerodrome is shown by listing the name of the city, preceded by the location indicator.
- 3 Aerodrome reference code (RC) for aerodrome characteristics expressed in accordance with Annex 14, Volume I, Chapter 1.
- 4 Required rescue and fire fighting service (RFF). The required level of protection is expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, Chapter 9, Section 9.2.
- 5 Information not required.
- 6 Runway designation numbers.
- 7 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1 are:
NINST - non-instrument runway
NPA - non-precision approach runway
PA1 - precision approach runway Category I
PA2 - precision approach runway Category II
PA3 - precision approach runway Category III

AOP SG/5
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: FOLLOW UP DEFICIENCIES in the AOP field in the MID Region

4.1 The meeting was reminded that ICAO Secretary General had 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 those deficiencies through the allocation of appropriate resources.

4.2 The meeting recognized that States were requested to formulate and review on a regular basis an action plan including the rationale for non-elimination of deficiencies.

4.3 The meeting recalled that an "Air Navigation Safety Working Group" was established in the MID Region as decided by MIDANPIRG/8 (Decision 8/51; *Safety of Air Navigation Services in the MID Region*), as a good tool to address the issue of deficiencies. The meeting was informed that the first meeting of ANS Working Group was held in Cairo on 21 - 23 February 2005.

4.4 The meeting was informed that The MIDANPIRG/9 adopted Conclusion 9/61 which would be presented to the ICAO Council for approval as follows:

CONCLUSION 9/61: AMENDMENT TO THE FORM USED FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES

That, with a view to analysing the rationale for non-elimination of 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 6A to the report on Agenda Item 6.

4.5 The meeting noted that the proposed revised Form contained 4 different root causes that 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: for **Other** unknown causes

4.6 Some information was made available by the Users, (IATA and IFALPA, during the meeting. Accordingly, a list of deficiencies in the AOP field was updated, prepared and presented. The meeting, while reviewing/updating the list, urged the States concerned to take appropriate action to resolve their respective listed deficiencies. In this regard the meeting adopted the list of deficiencies in the AOP field given in the **Appendix 4A** to the report on Agenda Item 4, and formulated the following Draft Conclusion:

DRAFT CONCLUSION 5/2: FOLLOW UP ELIMINATION OF DEFICIENCIES IN AOP FIELD IN THE MID REGION

*That, concerned MID Region States provide information to the ICAO MID Regional Office on the actions taken to resolve any deficiencies, in particular critical areas related to aerodrome operational safety issues using the form contained in **Appendix 4A** to the report on Agenda Item 4.*

AOP SG/5
Report on Agenda Item 4

4.7 In recognizing that keeping the list of deficiencies up-to-date by Regional Offices and PIRGs proved to be a challenging task and 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, therefore, the meeting was informed that MIDANPIRG/9 endorsed Conclusion 9/63 on *DEVELOPMENT OF A MID REGION'S AIR NAVIGATION DEFICIENCIES DATABASE*.

4.8 The meeting noted the information on the MID ANS WG revised Terms of Reference.

4.9 The meeting noted the information presented by IFALPA as an example of action carried out by a State to improve safety by eliminating the deficiencies reported by aerodrome users.

AOP SG/5
Appendix 4A to the Report on Agenda Item 4

**Deficiencies in the AOP field
AFGHANISTAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination ¹		Description	Executing body	Date of complete	Priority for action*
1	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
2	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 ILS RWY 11/29	April 2000		F H S		DGCA	Dec. 2005	U

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

**Deficiencies in the AOP field
 BAHRAIN**

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

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

**Deficiencies in the AOP field
EGYPT**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination ¹		Description	Executing body	Date of complete	Priority for action*
1	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	First 200 m RWY 35 unusable. No displaced threshold markers	Sep. 2003		F H	Displaced threshold markers are required	EAC	Dec. 2005	U
2	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 markings	Sep. 2003		F H	RWY Markings need to be refurbished	EAC	Dec. 2005	A
3	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3, ASIA/PAC/3, Rec. 4/2, 4/10	Cairo Int'l 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	June 2006	A
4	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3, ASIA/PAC/3, Rec. 4/2, 4/10	Cairo Int'l Airport	RWY 05R lights have variable luminosity	April 2003		F	Lights to be rectified (Improved and be completely alleviated)	CAC	Dec. 2005	U

⁽¹⁾ 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 ¹		Description	Executing body	Date of complete	Priority for action*
6	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3, ASIA/PAC/3, Rec. 4/2, 4/10	Cairo Int'l Airport	Taxiway markings to stands confusing as old markings not removed. Stop markings at new Terminal 2 difficult to interpret.	Sep 2003	Problem exacerbated at night and when wet.	H	Remove old markings	CAC	Dec2005	A
7	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3, ASIA/PAC/3, Rec. 4/2, 4/10	Cairo Int'l Airport	Unreliable ILS glide slope operations for runway 05R	Sep. 2001	Abrupt glide slope fluctuations result in erratic aircraft pitch behavior	F	Plan to install a new ILS	CAC	Dec2005	U
8	MID Basic ANP & FASID (Doc 9708)	Alexandria Int'l Airport	Runway is short and current distance is 7221 FT with runway all up weight maximum 68000kgs	July 2004	Cannot be served as an alternate	O	This restriction require runway upgrade and length extension CAA has no plans, at the time being, to upgrade the said runway as it is not possible, from the engineering point of view, to upgrade these runways. However, Borg el Arab Airport runway can be used for aircraft with Take off weight greater than 68 tones.	CAC	Dec2005	B

⁽¹⁾ 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 ¹		Description	Executing body	Date of complete	Priority for action*
9	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Hurghada Int'l Airport	Apron & Taxiway lighting is inadequate	Sep. 2002		F	Apron & Taxiway lighting is to be improved	EAC	Dec. 2005	U
10	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Hurghada Int'l Airport	Runway Marking inadequate	April 2003		F	Markings are to be improved	EAC	Dec2005	A
11	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Hurghada Int'l Airport	Heavy rubber accretion on runway	Sep. 2002		F H	Rubber coats are to be removed	EAC	Dec2005	A
12	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
13	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Luxor Int'l Airport	PAPIS/VASIS not available	Sep. 2002		F H		EAC	Dec. 2005	U
14	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Sharm El Sheikh Int'l Airport	RWY 04 surface rough and undulation with heavy rubber accretion	Sep. 2003		F H	Rubber deposits are to be removed and RWY Surface to be refurbished	EAC	Dec2005	A

⁽¹⁾ 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 ¹		Description	Executing body	Date of complete	Priority for action*
15	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Sharm El Sheikh Int'l Airport	Taxiway & Apron lighting inadequate	Sep. 2003		F	Apron & Taxiway lighting is to be improved	EAC	Dec2005	U

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

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**Deficiencies in the AOP field
IRAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination ¹		Description	Executing body	Date of complete	Priority for action*
1	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
2	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	Apron flood lighting is not adequate	April 2003		F H		CAO	Dec. 2005	U
3	Annex 14 Vol. I FA SID 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	Localizer Transmitter inoperative	Dec. 2004	ILS approach cannot be used in such a mountainous area and at night	F S		CAO	Dec2005	U

⁽¹⁾ 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 ¹		Description	Executing body	Date of complete	Priority for action*
4	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	Taxiways markings inadequate	Nov. 2004	Impose difficulty on aircraft to maneuver	H F	Markings to be improved	CAO	Dec2005	U

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

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**Deficiencies in the AOP field
 IRAQ**

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

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

**Deficiencies in the AOP field
 ISRAEL**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination ¹		Description	Executing body	Date of complete	Priority for action*
1	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
2	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 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
3	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	Centre light RWY 26 too high from the asphalt may cause damage to tyres	Sep. 2004		S O	Resurfacing RWY 26 will commence October 2004. Runway will be closed for 5 months	EDF	Dec2005	U

⁽¹⁾ 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 ¹		Description	Executing body	Date of complete	Priority for action*
4	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	Parking position marking very poor, sometimes even confusing due to changes	Sep 2004		F	This will not improve until new apron is opened	EDF	Dec2005	A
5	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	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
6	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

⁽¹⁾ 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 ¹		Description	Executing body	Date of complete	Priority for action*
7	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Elat Int. Airport	No approach lighting	Jan. 2003	PAPI (RWY 03) and APAPI (RWY 21)	F		EDF	Dec. 2005	U
8	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Elat Int. Airport	No taxiway	Jan. 2003		F		EDF	Dec. 2005	A
9	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Elat Int. Airport	Aprons – limited space that is too close to runway	Jan. 2003		S O		EDF	Dec. 2005	U
10	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Elat Int. Airport	Localizer (LOC) App. and DME plus PAPIS	Jan. 2003	VOR/DME (LOT) available. Unstable LOC App due to ground movement interference (Notamed) <u>Note:</u> Not recommended for use by big jets (wide-body/4 engines)	H O		EDF	Dec. 2005	A

⁽¹⁾ 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 ¹		Description	Executing body	Date of complete	Priority for action*
11	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	IDF	Dec. 2005	U
12	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Ovda Int. Airport	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	IDF	Dec. 2005	U
13	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Ovda Int. Airport	No lighted sign with RWY designators	Jan 2002		H	Sign to be provided	IDF	Dec. 2005	U
14	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Ovda Int. Airport	Threshold markings/lighting do not conform to ICAO SARPs.	July 2000		H	To be rectified	EDF	Dec. 2005	A
15	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Ovda Int. Airport	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	IDF	Dec. 2005	A

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

**Deficiencies in the AOP field
 JORDAN**

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

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

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**Deficiencies in the AOP field
 KUWAIT**

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

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

**Deficiencies in the AOP field
 LEBANON**

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

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

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**Deficiencies in the AOP field
 OMAN**

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

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

**Deficiencies in the AOP field
 QATAR**

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

⁽¹⁾ Rationale for non-elimination: "F"= Financial

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the AOP field
 SAUDI ARABIA**

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

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

**Deficiencies in the AOP field
 SYRIA**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination ¹		Description	Executing body	Date of complete	Priority for action*
1	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
2	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Damascus int'l Airport	DAM/DVOR 116 MHZ Out of Service	June 2004		F	The VOR/DME to be replaced	DGCA	Dec2005	A
3	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Damascus int'l Airport	Runway surface rough and damaged. Runway markings unsatisfactory	Sep 2003		F H	RWY Surface to be repaired and refurbished, Markings are to be improved	Sep. 2003	Dec2005	A

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

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Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination ¹		Description	Executing body	Date of complete	Priority for action*
4	Annex 14 Vol. I FASID Table AOP-1 MID/3 Rec. 1/3	Damascus int'l Airport	Apron lighting inadequate	Sep.2003.		F H	Apron lighting is to be improved	DGCA	Dec 2005	U

⁽¹⁾ 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.**

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

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

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**Deficiencies in the AOP field
 YEMEN**

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

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

AOP SG/5
Report on Agenda Item 5

**REPORT ON AGENDA ITEM 5: CERTIFICATION OF AERODROMES IMPLEMENTATION FOLLOW UP
IN THE MID REGION**

5.1 Status of implementation of certification of aerodromes and safety management system at aerodromes in the MID Region

5.1.1 The meeting recalled that Annex 14 Volume I (Fourth Edition-July 2004) required States to certify their International aerodromes as of 27 November 2003, and that a regulatory framework is required to include the established criteria for the certification of aerodromes. As part of certification process, States should insure that the aerodrome operator has submitted an aerodrome manual for approval/acceptance, prior to granting an aerodrome certificate. A certified aerodrome shall have in operation a safety management system as of 24 November 2005. Meanwhile, all aerodromes open for public use are recommended to be certified in accordance with Annex 14 specifications as well as other relevant ICAO specifications.

5.1.2 The meeting was informed that the revised statement of Basic Operational Requirements and Planning Criteria (BORPC) for regional air navigation planning considered certification of aerodromes and safety management system as one of the operational requirement and planning criteria for aerodromes.

5.1.3 The meeting was informed that MIDANPIRG/9 meeting when reviewing the AOP SG/4 report has expressed its concern regarding the slow rate of progress in the implementation of related ICAO requirement and formulated *Conclusion 9/2: Mandatory implementation of certification of International Aerodromes*.

5.1.4 The meeting recalled that MID Regional Office invitation letter ref. ME 3/56.4 – 126 dated 26 April 2005 invited MID States to update information on the status of implementation of certification of their International aerodromes. Information was received from four States only and is contained in **Appendix 5A** to the report on Agenda Item 5.

5.1.5 Noting the information contained in Appendix 5A, the meeting formulated the following Draft Conclusion:

DRAFT CONCLUSION 5/3: STATUS OF IMPLEMENTATION OF CERTIFICATION OF AERODROMES

That, MID States not fully implementing certification of each of their international aerodromes are required to:

- a) provide reasons for non implementation;*
- b) advise if they need ICAO assistance or not;*
- c) provide information on the expected date for fully certifying each of their international aerodrome; and*
- d) inform ICAO MID Regional Office on the above no later than 24 November 2005.*

5.1.6 The meeting was of the view that there is a need to provide more detailed information on the status of implementation at each State's International aerodrome listed in the MID Basic Air Navigation Plan (Doc 9708). A form was developed as contained at **Appendix 5B** to the report on Agenda Item 5 that includes information received from four States (Bahrain, Kuwait, Oman and UAE) during the meeting. A regular follow up of the status of implementation of certification of aerodromes and safety management system is to be carried out.

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5.1.7 The meeting was apprised of MIDANPIRG/9 concern that Annex 15 does not specify any Section/Table of the AIP where the information related to certification of aerodromes should be provided. Noting the importance of providing information on the full implementation of certification of aerodromes by a State and considering Paragraph 4.6 of Doc 9774 - Manual on certification of aerodromes "*Promulgation in the AIP of the certified status and details of the aerodrome*", accordingly, the meeting formulated the following Draft Conclusion:

DRAFT CONCLUSION 5/4: PROMULGATION OF INFORMATION ON CERTIFICATION OF AERODROMES IN THE STATE AIP

That, ICAO consider amendment of Annex 15 with a view to specify a section/table within the Aerodrome Part of the AIP for the promulgation of the information related to certification of aerodromes.

5.1.8 Recognizing the closing time line for putting into operation a safety management system at aerodromes (24 November 2005), the meeting expressed its concern and reiterated its request on the urgent need for developing guidance material on Safety Management for aerodrome operators.

5.1.9 The meeting expressed its concern regarding the implementation of ICAO requirements related to implantation of Safety Management System at aerodromes. In this regard, the meeting requested ICAO's assistance to help States to meet their responsibilities. Accordingly the meeting formulated the following Draft Conclusion:

DRAFT CONCLUSION 5/5: ASSISTANCE TO MID STATES ON IMPLEMENTING SAFETY MANAGEMENT SYSTEM AT AERODROMES

That,

- a) *ICAO consider the urgent need for guidance material on safety management by aerodrome operators; and*
- b) *ICAO consider convening a Seminar on Safety Management Systems for the MID Region in 2006.*

5.2 Information on continuation and expansion of ICAO USOAP applying comprehensive systems approach

5.2.1 The meeting was apprised of information that the USOAP evolve from an Annex-by-Annex to a comprehensive systems approach, which would focus on the States' overall safety oversight capabilities. It was, further, informed that the 35th Session of the ICAO Assembly (Resolution A35-6 refers) resolved that USOAP be further expanded to include the safety-related provisions in all safety-related Annexes to the Convention on International Civil Aviation.

5.2.2 The meeting noted that a comprehensive systems approach to conducting safety oversight audits would address the safety-related provisions contained in all safety-related Annexes by focusing on the State's overall safety oversight capability and specific safety critical areas, while assessing the implementation of all provisions through the review of the Compliance Checklists applicable to each Annex.

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5.2.3 The meeting was informed that the envisioned comprehensive systems approach to the conduct of safety oversight audits would consist of two phases. In the first phase, the implementation of Annex provisions and the identification of differences would be determined through the review of the duly completed State Aviation Activity Questionnaire (SAAQ) and Compliance Checklists for all relevant Annexes. In the second phase, the State being audited would be visited by an ICAO audit team, which would validate the information provided by the State and also conduct an on-site audit of the State's overall capability for safety oversight.

5.2.4 The meeting was reminded that Egypt and Kuwait are scheduled for ICAO Safety Oversight Audit in November 2005.

5.3 **Outcomes of the workshop on training aerodrome Inspectors in the MID Region (Cairo 08 to 12 June 2004)**

5.3.1 The meeting was briefed on the outcome of the workshop on training of aerodrome inspectors that was held in Cairo jointly by ICAO and UK CAA (8 - 12 June 2004).

MIDDLE EAST
CERTIFICATION OF AERODROMES STATUS OF
IMPLEMENTATION FOLLOW-UP

(May 2005)

TIMELINES:



Global



Regional



National

		2001	2002	2003	2004	2005	2006	2007	2008
	Syrian								
	United Arab Emirates								
	Yemen								
SAFETY MANAGEMENT SYSTEM									
Global	Safety Management System								
MID Region									
States	Afghanistan								
	Bahrain								
	Cyprus								
	Egypt								
	Iran, Islamic Rep. of								
	Iraq								
	Israel								
	Jordan								
	Kuwait								
	Lebanon								
	Libya								
	Oman								
	Qatar								
	Pakistan								
	Saudi Arabia								
	Sudan								
	Syrian								
	United Arab Emirates								
	Yemen								
UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME									
Global	Universal Safety Oversight Audit Programme								
MID Region									
States	Afghanistan								
	Bahrain								
	Cyprus								
	Egypt								
	Iran, Islamic Rep. of								
	Iraq								
	Israel								
	Jordan								
	Kuwait								
	Lebanon								
	Libya								
	Oman								
	Qatar								
	Pakistan								
	Saudi Arabia								
	Sudan								
	Syrian								
	United Arab Emirates								
	Yemen								

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Appendix 5B to the Report on Agenda Item 5

**STATUS OF IMPLEMENTATION OF CERTIFICATION OF AERODROMES IN THE STATES
OF THE MID REGION**

AERODROMES INCLUDED IN THE MID BASIC AIR NAVIGATION PLAN & FASD (DOC 9708)

(Date)

STATE	NO. OF AERODROMES	RESPONSIBLE BODY	NUMBER OF CERTIFIED AERODROMES/ON-GOING/PLANNED		
			Certified	On-Going	Planned
AFGHANISTAN					
BAHRAIN	1	BCAA Q.A. Directorate	-	1	-
EGYPT					
IRAN					
IRAQ					
ISRAEL					
JORDAN					
KUWAIT	1	DGCA	1	-	-
LEBANON					
OMAN	2	CAA	-	1	1
QATAR					
SAUDI ARABIA					
SYRIA					
U.A.E.	6	CAA	-	6	-
YEMEN					

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Report on Agenda Item 6

REPORT ON AGENDA ITEM 6: FOLLOW UP LATEST DEVELOPMENTS IN THE FIELD OF AERODROMES – NEW LARGER AIRCRAFTS (NLA)

6.1 The meeting recalled that the intent of the ICAO aerodrome reference code F is to provide a simple method for interrelating the numerous specifications concerning the characteristics of aerodromes. States, in developing their aerodromes, are expected to implement the new code F specifications to receive NLAs.

6.2 The meeting recognized that, in order to permit unrestricted operations and enhance aerodrome capacity, the level of aerodrome infrastructure must be at least equal to that specified in Annex 14, Volume I if not better. It also noted that some States may have some difficulty in complying with the Annex 14, Volume I requirements at their existing aerodromes before the anticipated entry of NLA into commercial service. In such cases, States should carry out appropriate aeronautical studies to evaluate - on an interim basis - the suitability of existing facilities and to determine the need for operational procedures, alternate measures, and operating restrictions to meet the safety objectives of Annex 14, Volume I provisions. It was pointed out that States remain responsible for deciding what is acceptable as a measure, procedure or restriction.

6.3 The meeting was briefed on the new ICAO Circular No. 305 – June 2004, which provides guidance material on conducting aeronautical studies, including the development of alternative measures, operational procedures and operating restrictions that could, while preserving safety, allow aerodromes that do not meet the relevant Annex 14, Volume I, code F criteria to accommodate a specific NLA on an interim basis.

6.4 The meeting recalled that in order to assist States in planning future developments in their aerodromes MIDANPIRG/9 meeting decided to start immediately surveying the readiness of MID Aerodromes that are intended to accommodate NLAs in one or more of their aerodromes as a principle or an alternate aerodrome (Decision 9/4).

6.5 The meeting was presented with information related to available responses to the questionnaire that was developed and attached to MIDANPIRG/9 report and also to MID regional office letter ref AN 5/17-154 dated 05 May 2005 that was circulated to all MID States and IATA. Only 3 States have responded to the questionnaire. IATA has provided information on those aerodromes in the MID region that are ready or are planning to accommodate A380 as contained in **Appendix 6A** to the report on Agenda Item 6.

6.6 Due to limited time that was available for response, the meeting was of the view that responses are to be sent to MID Regional office no later than 01 November 2005. Analysis and results of the survey will be posted to MID Forum accordingly.

6.7 Recognizing that the basic ANP and FASID tables AOP 1 contain a list of international aerodromes and their alternates, IATA was requested to define Airline requirements related to minimum facilities and services that should be provided at an alternate aerodrome planned to receive NLAs.

6.8 IATA provided each State participating in the meeting with a CD containing information on a survey carried out by IATA on Level of Readiness of 26 worldwide airports expected to accommodate the A380 in 2006/07. Four MID Aerodromes were included in IATA Survey.

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Report on Agenda Item 6

6.9 IFALPA expressed their interest in sharing information on the results of survey on the readiness of aerodromes to accommodate NLAs in the MID Region.

6.10 The meeting was of the view that ICAO MID Office survey is for planning purposes and that information on the level of readiness of aerodromes to accommodate new larger aircraft would be beneficial to States and airlines in planning for safety requirements at aerodromes. The meeting agreed on posting the results of the survey in ICAO MID Forum with a view to expedite the planning process by sharing information, exchanging comments and suggestions among member States and IATA as early as possible. The results of the survey will be presented to MIDANPIRG/10 Meeting.

6.11 In light of the above, the meeting formulated the following Draft Conclusion:

DRAFT CONCLUSION 5/6: CONTINUE THE SURVEY ON READINESS OF AERODROMES TO ACCOMMODATE NLA IN THE MID REGION

That,

- a) *States provide their response to the questionnaire on readiness of MID aerodromes to accommodate new larger aeroplanes no later than 01 November 2005;*
- b) *IATA provide information on airline alternate aerodrome (Destination, en-route) requirements; and*
- c) *MID Regional Office analysis the responses received and posting the results on the MID Forum.*

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	Afghanistan	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Lebanon	Oman	Qatar	Saudi Arabia	Syria	United Arab Emirates	Yemen
considered include among others; increased number of passengers, full length upper decks, size of airframe, exceeded fuel quantities, fuel tank locations and additional specialized rescue capability that will be needed in areas of difficult terrain or water).															
Please indicate whether the aerodrome emergency plan considering NLA's operations has been established/reviewed, coordinated, assessed and tested.															
2.2.2 Rescue and Fire Fighting		✓	P								N.A				
§ 9.2.3 The level of protection provided at an aerodrome for rescue and fire fighting shall be appropriate to the aerodrome category with a remission factor of one where the number of movements of the aeroplanes in the highest category normally using the aerodrome is less than 700 in the busiest consecutive three months.															
§ 9.2.4 As of 1 January 2005, The RFF category should be equal to the largest aeroplane operating at that aerodrome regardless of the number of movements.															
§ 9.2.5 The aerodrome category shall be determined from Annex 14, Volume I, table 9-1 and shall be based on the longest aeroplanes normally using the aerodrome and their fuselage width.															
2.2.3 Disabled aircraft removal		✓	✓								N.A				

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	Afghanistan	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Lebanon	Oman	Qatar	Saudi Arabia	Syria	United Arab Emirates	Yemen
c) where separation between taxiways are insufficient to allow NLA-NLA or NLA-other aircraft that may require air traffic procedures to control aircraft movement.															
Additional information and mandatory instruction markings may be required to identify NLA-permitted taxi routes, speed restriction areas, prohibited movement area and specific NLA holding positions.															
2.4.2 Lights		✓	✓								✓				
§ 5.3.9.8 The runway edge lights shall show at all angles in azimuth necessary to provide guidance to a pilot landing or taking off in either direction.															
Lights may be liable to the effect of jet blast, elevated runway and taxiway lights may have to be replaced with inset units that should meet the requirement of Annex 14 Volume I, § 5.3.9.8															
The strength of all lights and fittings over which the NLA may pass may have to be checked for adequacy. Additional stop bar lights and runway guard lights may be required if runway –holding positions are relocated or new positions provided															
3. Information guidelines in ICAO Circular 305 Operation of New Larger Aeroplanes at Existing Aerodromes		No Need	⌘								N.A.				

	Afghanistan	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Lebanon	Oman	Qatar	Saudi Arabia	Syria	United Arab Emirates	Yemen
<i>States to promulgate in Table AOP 1 of both the Basic Air Navigation Plan (Basic ANP) and the Facilities and Services Implementation Document (FASID, inter alia, the names of alternate aerodromes, aerodrome reference code and RFF category. Please indicate the names of alternate (take-off/en-route/destination) aerodromes that have been or will be nominated. Please also indicate if your State aviation authority will be initiating a proposal to amend ICAO Doc 9708.</i>															
6. IATA is requested to provide information on Airlines plans to operate NLA's at MID Aerodromes (principle, alternate and en-route aerodromes)			Cairo: P			Tel Aviv: P	Amman: P		Beirut: P	Muscat: P	Doha: ✓	Jeddah: ✓ Riyadh: P		Dubai: ✓	
7. Any other information and/or comments:															

Legend:

Ready In Progress Not ready Not planned to accommodate NLA's

No Comment or No Answer for a particular question

States that have responded to MID Questionnaire on NLA's

States that did not respond to MID Questionnaire on NLA's

AOP SG/5
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: AERODROME SAFETY ASPECTS

7.1 Runway Pavement Surface Conditions

7.1.1 The meeting noted that a significant part of Deficiencies reported in the MID region was in the area of runway pavement conditions. Evidence from aeroplane overrun and run-off incidents and accidents indicate that in many cases inadequate runway friction characteristics/aeroplane braking performance was the primary cause or at least a contributing factor.

7.1.2 The meeting was of the view that the regularity and efficiency of aeroplane operations can become significantly impaired as a result of poor friction characteristics. It also agreed that it is essential that the surface of paved runway provides good friction characteristics, especially when the runway is wet.

7.1.3 The meeting recalled that Doc 9774 – Manual on certification of aerodromes requires a system for documenting all safety-related aerodrome facilities as well as aerodrome operational and maintenance records including information on aerodrome pavements as one of the essential features of Safety Management Systems at aerodromes.

7.1.4 In an effort to ensure at the uniform application of ICAO specification for the airfield pavement surface conditions, the meeting was briefed on Annex 14 Volume I provisions, Airport Service Manual Doc 9137 – Part 2 and other relevant specifications. In this regard, the meeting was presented with information related to common deficiencies in runway pavement surface:

- a) Runway Surface irregularities
- b) Runway surface contamination
- c) Foreign objects on runway surface

7.1.5 The meeting was apprised on the guidance contained in ICAO specifications related to design tolerances, methods used to measure surface texture and runway friction-measuring devices as well as methods for improving the runway surface texture. It was also provided with information on establishing the design objective for new runway surfaces and on maintenance planning and minimum friction levels for existing runway surface.

7.1.6 The meeting recalled that Annex 14, Volume I, requires States to take action as necessary to remove contaminants from the movement area as rapidly and completely as possible so as to minimize their accumulation thus adversely affecting aeroplane performance. The Annex also requires States to make an assessment of the condition of the pavement whenever it has not been possible to fully clear the contaminants and/or debris and to make this information immediately available to the appropriate units at the aerodrome.

7.1.7 The meeting noted with concern that degradation of runway surface characteristics creates various levels of unsafe operating conditions for aircraft and to a lesser degree, airfield personnel. One of the types of pavement distress that present an immediate safety concern in the MID region is the continued build up of rubber on runways. Under wet conditions all runways types with rubber build-up lose their skid resistance qualities.

7.1.8 Experience has shown that timely removal of rubber build-up is a cost-effective solution for rectifying the frictional deterioration of runway surfaces and maintaining safe aircraft operations. Timely removal is important because the longer the build-up continues, the more laborious and extensive the removal process becomes and that in turn leads to other unnecessary costs.

7.1.9 The meeting was apprised of inspection methods for visual estimation of rubber deposits accumulated on runways as well as the most common methods available to aerodrome operators to remove rubber build-up.

7.1.10 The meeting was of the view that establishing, implementing and maintaining an effective “**Pavement Management System**” by each State to evaluate the technical and operational pavement conditions is a strategic objective to ensure that a “**Pavement Surface Maintenance Programme**” and a “**Correction Programme for the Removal of Rubber Build-Up on Runways**” can be established/updated.

7.1.11 Recognizing that an effective Pavement Surface Maintenance Programme should detail the procedures to be followed to ensure that pavement maintenance, both preventive and repairs, is performed by the State/Aerodrome Operators. The meeting agreed on the main particulars to be included, as a minimum, in a State “Pavement Maintenance Programme” as contained in Appendix 7A to the report on Agenda Item 7.

7.1.12 Accordingly, the meeting formulated the following Draft Conclusion:

DRAFT CONCLUSION 5/7: ESTABLISHMENT OF “PAVEMENT SURFACE MAINTENANCE PROGRAMME” AND “CORRECTION PROGRAMME FOR THE REMOVAL OF RUBBER BUILD-UP ON RUNWAYS” IN THE MID REGION

That, States of the MID Region:

*Establish, implement an effective “Pavement Surface Maintenance Programme” and a “Correction Programme for the Removal Of Rubber Build-Up on Runways” on a continuous basis with minimum requirements as outlined in **Appendix 7A** to the report on Agenda Item 7.*

7.1.13 The meeting encouraged Member States having experience on Pavement Management Systems to organize workshops, seminars or training sessions with the ICAO support with a view to sharing information and on-the-job experience.

7.2 Aerodrome Operational Services

7.2.1 The meeting was briefed on typical examples of the different ways that can be approached by a State for operating a civil aerodrome.

7.2.2 The meeting recalled that whichever policy it adopts, the State having jurisdiction over the aerodromes must inevitably remain responsible for a number of aspects of civil aviation such as:

- i. control of development of national aerodrome structure and establishment of procedures to ensure coordination between the development and operation of an aerodrome and the development of the local neighbourhood of that aerodrome to avoid conflicts of interests;
- ii. certification of aerodromes and licensing of personnel involved in civil aviation within a legislative framework;
- iii. the formulation of policies relating to the environmental impact of aerodromes on the community;
- iv. the coordination of civil and military aviation; and
- v. the investigation of aircraft accidents.

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7.2.3 Aside from the Government's responsibilities for civil aviation; the meeting was apprised about a number of vital and specific responsibilities that an aerodrome operator or owner has to carry out. These can be broadly summarized as follows:

- a) the design and provision of facilities in accordance with relevant SARPs contained in ICAO documents; and
- b) the adoption and implementation of internationally recognized procedures and services for the safe conduct of aerodrome practices and operations.

7.2.4 Recognizing that aerodrome operational services are those related to the safety and efficiency of aircraft operations and do not include those which relate to the administration of aerodrome finances and servicing of passengers, and that a significant number of AOP deficiencies in the MID region were initially in the area of aerodrome operational services to be provided; the meeting noted the aerodrome operational services required by an aerodrome operator or owner and discussed the problems encountered the non-implementation of the following provisions:

- Aerodrome Emergency Plan
- Rescue and Fire Fighting
- Airport Surface Inspections
- Measurement of Surface Friction
- Apron Management
- Apron Safety
- Adverse Weather Conditions
- Ground Servicing of Aircraft
- Aerodrome Vehicle Operations
- Surface Movement Guidance and Control System
- Runway incursion preventive measure
- Control of Work in Progress on the Movement Area and Precautions to be taken
- Ground Inspections and Flight Checks of Visual Aids
- Control of Ground Noise
- Removal of disabled Aircrafts plan
- Wild life and Bird Hazard Reduction
- Airport Zoning and Obstacle Clearance
- Fencing
- Security
- Aircraft Accident/Incidents
- Incidents Affecting People, Environment and Property outside the Aerodrome Boundary
- The Provision of Aerodrome Data

7.2.5 The meeting requested ICAO to consider organizing a workshop/seminar on: Aerodrome rescue and fire fighting, aerodrome emergency plan, removal of disabled aircraft and Apron management with a view to assist States in eliminating AOP deficiencies related to non-implementation of aerodrome operational services.

7.2.6 Annex 14 Volume I – *Aerodrome design and Operations* – Chapter 9 – *Aerodrome Operational Services* contained related Standards and Recommended Practices, other relevant guidance material are contained in the Airport Service Manual Doc 9137 – Part 8 – *Airport Operational Services* and other relevant ICAO specifications.

7.3 Runway incursion prevention programme

7.3.1 The meeting noted with appreciation the information provided by IATA on “Runway Incursion Programme”, contained in a CD that was handed to each State participating in the meeting. The Programme is one of several initiatives aimed at reducing or eliminating accidents or incidents attributed to runway incursions.

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Report on Agenda Item 7

7.3.2 Recognizing that standardized training is essential for the reduction of runway incursion, a programme was designed in accordance with ICAO provisions by IATA, FAA and PAAST (PAN American Aviation Safety Team), to enhance education, awareness and training of aviation community, and to gather and evaluate more data on the causes of runway incursions.

7.3.3 The meeting noted the importance of adhering to safe operating procedures at all times:

- While taxiing an airplane on any airport operations area, regardless of the type of airplane.
- The understanding of the roles and responsibilities of pilots, controllers and ground personnel.
- Understanding the causes for and the prevention of runway incursions.

**Pavement Surface Maintenance Programme in the MID Region and
Correction programme for the removal of rubber build-up on runways**

Minimum Requirements to be included

1. Pavement Inventory: The following needs to be depicted in an appropriate form and level of details:
 - Location of all Runways, taxiways and aprons
 - Dimensions
 - Type of Pavement
 - Year of construction or most recent major rehabilitation
2. Inspection Type and Schedule: A detailed inspection schedule that should be performed at least once a year, details is contained in table A2-1 to the Airport Service Manual Doc. 9137 - Part 2, Appendix A.
3. Drive-by Inspections: A drive-by inspection should be performed at a minimum of once per month to detect unexpected changes in the pavement surface condition.
4. Record Keeping: For detailed and drive-by inspections; the Aerodrome Operators should record and keep on file complete information on the findings and on the maintenance performed. Minimum information for record keeping documentation is listed below:
 - Inspection date
 - Location
 - Distress types
 - Remedial Actions (scheduled or performed)
5. Record Keeping Retrieval: Member States should use any form of record keeping it deems appropriate, so long as the pavement inventories and records obtained from pavement surveys and inspections can be retrieved to provide an adequate report when requested by an authority.
6. Reference Documents: Are available to Member States that provide specific guidelines for conducting inspections, determining types of surface distresses, their probable causes and recommended methods of repairs.

Correction programme for the removal of rubber build-up on runways

Particulars to be included:

- a) Scheduling Runway friction Surveys: Aerodrome operators whose runways receive significant jet traffic should schedule periodic friction surveys of both ends of the runway. Table 2A -1 the Airport Service Manual Doc. 9137 - Part 2, Appendix A
- b) Evaluation Techniques for Rubber Build-Up:
 - Visual inspection
 - Mechanical inspection
 - Continuous friction measuring equipment qualifications, limitations, operating and training requirements
 - Continuous friction measuring equipment, readings and corrective scheduling in accordance with guidance on runway friction level classification as contained in table 31 to Annex 14, Volume 1 Attachment A, Section 7.9 on runway surface condition level

- c) Methods available to the aerodrome operator that could be chemical removal or mechanical removal or combination as listed below, the selected method should not only remove rubber build-up, but do so in a way that will increase friction to an acceptable level without destroying or damaging the integrity of the surface:
 - i) High-pressure water blasting (up to 35,000 psi)
 - ii) Chemical solvents
 - iii) Chemical solvents and high-pressure water blasting
 - iv) Hot compressed air
- d) A computer software Programme for evaluation of friction data may be studied.
- e) Guidance for removing rubber build-up is given in the Airport Service Manual Doc 9137 - Part 2, Chapter 8.

AOP SG/5
Report on Agenda Item 8

REPORT ON AGENDA ITEM 8: FUTURE WORK PROGRAM

AOP Sub-Group Work Programme

8.1 The meeting reviewed the Sub-group's future Work Programme and decided on updates as contained in **Appendix 8A** to the report on Agenda Item 8. The meeting formulated the following Draft Decision:

DRAFT DECISION 5/8: UPDATES TO AOP SG TOR AND WORK PROGRAMME

*That, Work Programme of the AOP Sub-Group is revised and updated as shown in **Appendix 8A** to the report on Agenda Item 8.*

Date and Venue of the AOP SG/6 meeting and its Provisional Agenda

8.2 The meeting agreed that AOP SG/6 tentative date should be in third quarter of 2006 and that the duration of the meeting be three (3) working days. The venue would be ICAO Regional Office in Cairo unless a MID State wished to host the meeting.

8.3 The meeting agreed to the Provisional Agenda for the AOP SG/6, as in **Appendix 8B** to the report on Agenda Item 8.

TERMS OF REFERENCE, WORK PROGRAMME OF AOP SUB-GROUP

TERMS OF REFERENCE

Paying particular attention to the safety and efficiency of aerodrome operations, the AOP Sub-Group shall be responsible for MIDANPIRG to:

- a) Monitor developments in the field of Aerodrome Operations in the MID Region, including the implementation of ICAO world-wide and regional provisions, changes to aircraft operations, new operational requirements and/or technological development, and make proposals to meet the operational requirements of the MID Region related to these developments;
- b) Identify current and anticipated capacity and implementation deficiencies at international aerodromes in the MID Region and their causes through the continuous review of “Basic requirements for facilities and services at international aerodromes”, Tables AOP-1 of Basic ANP and FASID and Table CNS 3 of FASID of the MID Region, and
- c) Monitor operational safety and efficiency of the aerodromes in the Region, identify the associated deficiencies and suggest steps for their resolution, in Particular critical areas with priority to:
 - Safety Management System at aerodromes
 - Certification of aerodromes
 - Aerodrome navigational facilities operational services
 - Obstacles at /around aerodromes
 - Pavement Surface Conditions
 - Safety of aircraft operation on the movement area
 - Runway incursion
 - Aerodrome maintenance
 - Bird Hazard Reduction and Control
 - Secondary Power Supply
 - Rescue and Fire Fighting Services
 - Alternate Aerodromes
 - Removal of disabled aircraft
 - ~~Safety Management System at Aerodrome~~

No.	Task Description	Deliverables	Priority	Target Date
	13) Removal of disabled aircraft 14) Safety Management System at Aerodrome			
4	Latest Developments	<ul style="list-style-type: none"> - The introduction of New Large type Aircraft - Operations of New Larger Aeroplanes (NLAs) at existing aerodromes - Advanced Surface Movement Guidance and Control Systems (ASMGCS) - CNS/ATM systems and its impact on aerodrome facilities and services - Other technological developments related to aerodrome; suggest appropriate steps to be taken by States to keep up with these developments 	<p>A</p> <p>A</p> <p>B</p> <p>B</p> <p>B</p>	Continuous

Note: Priority

A High Priority tasks, on which work should be speeded up

B Less Priority tasks, on which work should be undertaken as time and resources permit, but without detriment to priority A tasks

(*) AOP SG has to stress on the importance of identifying obstacles at and around Aerodrome.

COMPOSITION

Provider States and International Organizations concerned, Chairperson and Vice-Chairperson are designated by AOP Sub-Group.

AOP SG/5
Appendix 8B to the Report on Agenda Item 8

APPENDIX B

Provisional Agenda for AOP SG/6 Meeting

- Agenda Item 1: Adoption of the Provisional Agenda
- Agenda Item 2: Follow-up the MIDANPIRG conclusions and decisions relevant to AOP field
- Agenda Item 3: Review of Air Navigation Plan matters relevant to AOP
- Agenda Item 4: Review of deficiencies in the AOP field
- Agenda Item 5: Follow up status of implementation of Certification of Aerodromes and Safety Management System in the MID Region
- Agenda Item 6: Review of other aerodrome technical matters of safety concern in the MID Region
- Agenda Item 7: Future Work Programme
- Agenda Item 8: Any other business

AOP SG/5
Report on Agenda Item 9

REPORT ON AGENDA ITEM 9: ANY OTHER BUSINESS

Adoption of Amendment 7 to Annex 14 Volume I

9.1 The meeting was informed that the Council adopted Amendment 7 to Annex 14 Volume I to the Convention on International Civil Aviation on March 2005. The meeting noted the content of the amendment that would improve safety of aircraft operations at aerodromes. The meeting also noted that Amendment 7 will be applicable on 24 November 2005 except for paragraph 3.9.4 of the Annex which will be applicable from 20 November 2008 and paragraph 9.10.2, 9.10.4, 9.10.6 and 9.10.8 which will be applicable from 23 November 2006.

9.2 The meeting was informed that States are required to notify ICAO of the following before 24 October 2005:

- a) any differences between the national regulations or practices and the provisions of the whole Annex 14, Volume I, as amended by all amendments up to and including Amendment 7; and
- b) the date or dates by which the State will have complied with the provisions of the whole Annex 14, Volume I, as amended by all amendments up to and including Amendment 7.

ICAO MID Forum

9.3 The meeting was briefed on the implementation of ICAO MID Web Based Forum which has been developed to provide an effective way of communication and sharing of resources between different MID region groups of users and to exchange comments on MID Regional Office meeting working papers while in the preparatory stages and prior to convening of meetings. The ICAO MID Forum URL is: (www.bahraintradanet.com/icao_workspace) or (<http://212.71.33.150>).

AOP SG/5
Attachment A to the Report

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