INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

REPORT OF AERONAUTICAL FIXED SERVICES AERONAUTICAL TELECOMMUNICATIONS NETWORK TASK FORCE

TENTH MEETING

***(Cairo, 14-15 March 2005*)**

The views expressed in this Report should be taken as those of the MIDANPIRG AFS/ATN Task Force Tenth Meeting and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report.

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

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PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Tenth Meeting of the MIDANPIRG AFS/ATN Task Force was held in the ICAO MID Office in Cairo from 14 to 15 March 2005.

2. OPENING

2.1 Mr. A. Zarroug, ICAO Regional Officer, Air Transport representing MID ICARD, welcomed all the participants. He stressed that the Task Force should continue concentrating its efforts on the identification and rectification of Deficiencies and planning implementation of ATN applications in the Middle East Region.

2.2 The Chairman of the Task Force, Mr. Ali Ahmed Mohamed from Bahrain, presided over the meeting.

3. ATTENDANCE

3.1 Twenty-three Experts attended the meeting from seven States and one International Organization. The list of participants and the list of contacts are at pages 2-6.

4. LANGUAGE

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

5. OFFICERS AND SECRETARIAT

5.1 Mr. M. Traore, Regional Officer, Communications, Navigation and Surveillance of ICAO MID Office served as the Secretary of the meeting.

6. AGENDA

6.1 The Agenda was slightly amended and adopted as follows:

Item 1: Review of **MIDANPIRG/7, MIDANPIRG/8, CNS/MET SG/6** and AFS/ATN TF/9 Conclusions and Decisions

Item 2: Deficiencies related to AFS in the MID Region
- **MID** AFTN Contingency Plan

Item 3: Review of the MID AFTN/CIDIN Routing Directory

Item 4: Latest developments in ATN field
- Planning and implementation considerations
- MID ATN Planning Document

Item 5: MID VSAT Project

Item 6: Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and

b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT DECISION 10/1:	MID REGIONAL AFTN CONTINGENCY PLAN
DRAFT CONCLUSION 10/2:	ORGANIZATION OF THE ATN SEMINAR IN THE MID REGION

9. LIST OF PARTICIPANTS

NAME	TITLE & ADDRESS
BAHRAIN	
Mr. Ali Ahmed Mohammed	Head, Aeronautical Communication Civil Aviation Affairs P.O.Box 586 – BAHRAIN Fax: (973-17) 321 992 Tel: (973-17) 321 187 Mobile: (973) 961 1187 E-mail: aliahmed@bahrain.gov.bh
Mr. Ebrahim Mohammed Hassan	Senior Aero Communication Specialist Civil Aviation Affairs P.O.Box 586 – BAHRAIN Fax: (973-17) 321 905 Tel: (973-17) 321 186/5 Mobile: (973) 3942 2229 E-mail: ealqasimi@bahrain.gov.bh
EGYPT	
Mr. Raouf Moharam El Ramly	Data Processing systems General Manager National Air Navigation Services Company Ministry of Civil Aviation Airport Road Cairo – EGYPT Tel: (202) 268 5293 Mobile: (2010) 514 3214 E-mail: raouf.moharam@nansceg.org

NAME	TITLE & ADDRESS
Eng. Maged Abu El Ela Nofal	Director of Follow up Project National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Tel: (202) 267 4728 Mobile: (2010) 159 6369 E-mail: maged.nofal@nansceg.org
Mr. Said Abdel Hamid Jouban	General Manager Ministry of Civil Aviation Cairo Air Navigation Center Cairo Airport Road, Cairo – EGYPT Fax: (202) 268 2907 Tel: (202) 268 2907 Mobile: (2010) 579 2604 E.Mail: saidjouban@yahoo.com
Mr. Mohamed Ismail El Kady	Director General Research & Development National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Fax: (202) 268 7849 Tel: (202) 265 7849 Mobile: (2010) 650 4436 E-mail: mielkady@hotmail.com mohamed.elkady@nansceg.org
Mr. Michel Youssef Finan	ATC Inspector National Air Navigation Services Company Ministry of Civil Aviation Airport Road Cairo – EGYPT Mobile: (2010) 109 6295
Mr. Magdy Abdel Messih Wahba	Director of Cairo AFTN/CIDIN Com. Centre National Air Navigation Services Company Cairo International Airport Cairo – EGYPT Tel: (202) 267 8999 Mobile: (2010) 387 9020
Mr. Ahmed Mohamed Ahmed Farghaly	Radio Officer Cairo Aeronautical Navigation Centre Cairo Airport Road, Cairo – EGYPT Tel: (202) 328 3147 Mobile: (2010) 585 1219 E-mail: ahmedfarghaly242@msn.com
Mr. Adel Shehata	Com. Supervisor Cairo Air Navigation Center Cairo Airport Road, Cairo – EGYPT Mobile: (2010) 100 3337

MIDANPIRG AFS/ATN TF/10
History of the Meeting

NAME	TITLE & ADDRESS
JORDAN	
Mr. Jeries M. Qaqish	Supervisor of AFTN Division Jordan Civil Aviation Authority P.O.Box 7547 Amman – JORDAN Fax: (962-6) 487 5102 Tel: (962-6) 487 5102 Mobile: (962) 777 914 916 E-mail: jeries_jo@yahoo.com
Mr. Marwan A. Qadome	Chief of AFTN Civil Aviation Authority P.O.Box 7547 Amman – JORDAN Fax: (962-6) 489 1653 Tel: (962-6) 489 2282 Mobile: (962-79) 650 0671 E-mail: mar-aftn@yahoo.com
KUWAIT	
Eng. Fozan M. Al-Fozan	Deputy Director General of Civil Aviation for Navigational Equipment Affairs P.O. 17 Safat, 13001 KUWAIT Fax: (965) 431 9232 Tel: (965) 476 0421 E-mail: cvnedd@qualitynet.net
Mr. Abdulla M. Al-Adwani	Superintendent, AIS Directorate General of Civil Aviation Kuwait International Airport P.O.Box 17 Safat, 13001 KUWAIT Fax: (965) 476 5512 Tel: (965) 476 2531 E-mail: ais1@kuwait.airport.com
Mr. Dawood A. Al-Jarrah	AFTN Supervisor Assistant Civil Aviation for Navigational Equipment Affairs P.O. 17 Safat, 13001 KUWAIT Fax: (965) 431 0981 Tel: (965) 472 1279 Mobile: (965) 908 8511 E-mail: daj@Q8boat.com

NAME	TITLE & ADDRESS
Mr. Yousef K. Al-Jenaee	Director, Air Navigation Directorate General of Civil Aviation Kuwait International Airport P.O.Box 17 Safat, 13001 KUWAIT Fax: (965) 472 2402 Tel: (965) 471 0264 Mobile: (965) 934 3769 E-mail: nav1@kuwait-airport.com.kw
Mr. Saud A. Al-Mutairi	Head of AFTN Section, NED Directorate General of Civil Aviation Kuwait International Airport P.O.Box 826 Quorain KUWAIT Fax: (965) 431 0981 Tel: (965) 472 1279 Mobile: (965) 9040 0805 E-mail: aftn@kuwait-airport.com.kw
OMAN	
Mr. Ali Humaid Al-Adawi	Director Air Navigation Services Seeb International Airport P.O. Box 1 Code 111 Muscat, SULTANATE OF OMAN Fax: (968) 2451 9930 Tel: (968) 2451 9699 Mobile: (968) 9943 3003 E-mail: alialadawi@dgcam.gov.om
Mr. Hamed Zahir Al-Kindy	Chief Coordination and Follow-up Seeb International Airport P.O. Box 1 Code 111 Muscat, SULTANATE OF OMAN Fax: (968) 2451 9930 Tel: (968) 2451 9777 E-mail: alkindy@dgcam.gov.om
QATAR	
Mr. Ahmad Al Mannai	Head of Communications Civil Aviation Authority P.O.Box 3000 Doha – QATAR Fax: (974) 462 1052 Tel: (974) 462 2510 E-mail: ahmedalmannai@caa.gov.qa

MIDANPIRG AFS/ATN TF/10
History of the Meeting

NAME	TITLE & ADDRESS
SAUDI ARABIA	
Mr. Abdulkareem J. Al Harbi	ATS/Comm/Ops and Procurement Presidency of Civil Aviation P.O. Box 929 Jeddah 21421 – SAUDI ARABIA Fax: (966-2) 640 1477 Tel: (966-2) 640 5000 Ext 5584 Mobile: (966-50) 662 9644 E-mail: harbi_abd@yahoo.com
Mr. Abdulwahab H. Al-Zahrani	Engineer Presidency of Civil Aviation P.O. Box 15441 Jeddah 21444 – SAUDI ARABIA Fax: (966-2) 671 9041 Tel: (966-2) 671 7717 Ext 237 Mobile: (966-50) 3676 939 E-mail: abdulwahab@ae.gov.sa abu-faris@hotmail.com
ORGANIZATIONS	
IATA	
Mr. Jehad Faqir	Director Safety, Operations and Infrastructure Middle East and North Africa International Air Transport Association (IATA) P.O.Box 940587 Amman 11194 – JORDAN Fax: (962-6) 560 4548 Tel: (962-6) 569 8728 Mobile: (962-79) 596 6559 E-mail: faqirj@iata.org

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MIDANPIRG AFS/ATN TF/10
Report on Agenda Item 1

REPORT ON AGENDA ITEM 1: REVIEW OF MIDANPIRG/7, MIDANPIRG/8, CNS/MET SG/6 AND AFS/ATN TF/9 CONCLUSIONS AND DECISIONS

1.1 The meeting reviewing the Conclusions and Decisions adopted by the MIDANPIRG/7, MIDANPIRG/8, CNS/MET SG/6 and AFS/ATN TF/9 meetings, agreed that the follow-up on:

a) Conclusion 7/28: *PTT support and cooperation for aeronautical telecommunication circuits*, Conclusion 8/42: *Development of MID Regional AFTN Contingency Plan,* Conclusion 8/43: *Upgrade of existing communication infrastructures,* Conclusion 8/47: *Need to monitor AFTN circuit occupancy* and Conclusion 6/1*: Use of Digital High-speed circuits in Main centers* will be reviewed under **Agenda Item 2:** Deficiencies related to AFS in the MID Region.

b) Conclusion 6/5: *Participation of the MID COM Centers in the CIDIN Management Center (CMC) of the EUR/NAT Region,* will be reviewed under **Agenda Item 3**: Review of the MID AFTN/CIDIN Routing Directory.

c) Conclusion 8/44: *Development of the MID Regional ATN Planning document,* and Conclusion 8/45: *ATN Planning Group* will be reviewed under **Agenda Item 4:** Latest Developments in ATN field.

d) Conclusion 6/7: *Harmonization between VSAT networks* will be reviewed under **Agenda Item 5:** MID VSAT project.

MIDANPIRG AFS/ATN TF/10
Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: DEFICIENCIES RELATED TO AFS IN THE MID REGION

2.1 Under this Agenda Item, the meeting noted with satisfaction the use of high-speed circuits based on digital technology in the MID AFTN during the last months:

- Amman/Jeddah (19.2K)
- Amman/Cairo (9.6K)
- Bahrain/Jeddah (CIDIN)
- Cairo/Jeddah (CIDIN)
- *Karachi/Mumbai (2.4K)*

2.2 The meeting was unanimous that the improvement on the link between Kuwait and Karachi, which supports one of the entry-exit points between MID and Asia Pac Regions facilitated the traffic with Karachi and Kabul. Moreover, the upgrade of the Karachi/Mumbai circuit to 2.4 K will contribute to compensate for the deletion of bilateral circuit between Muscat and Karachi. The updated table of deficiencies is attached as **Appendix 2A** to the report on Agenda Item 2.

2.3 The meeting was informed about the harm caused by the multiple repetitions of FPL messages to some MID centers, especially in Abu Dhabi ATC center. On the other hand IATA added that various operators have been requested to descent below the RVSM levels because either the FPL is not received or the letter W was not shown on the received copy.

2.4 Based on the above, the meeting requested ICAO in coordination with IATA and the concerned MID centers to launch an investigation of AFTN circuits to get more information on the cause of reported problems. Meanwhile, the meeting considered the following:

a) All en-route addresses be standardized and those required in the relevant Flight Data processing System to be available and advertised to all ATC units so that FPLs can be addressed to them.
b) Flight Data Processing Systems be able to accommodate all the letters of Doc. 4444 without stripping letters over a certain number.
c) Automated filling of FPLs so that operators do not have to submit written flight plans.
d) Action is taken by ICAO Office to inform the AFI Region about the missing of the letter " W " and non-receipt of the FPLs originated from Khartoum and Lagos centers.

2.5 In parallel, the operators of the concerned centers are requested to correctly follow the AFTN provisions as described in Annex 10, Volume II.

2.6 The non-implementation of the main circuit Amman-Beirut is a serious concern in the MID Rationalized AFTN Plan, since many years. The meeting was of the view that the attention of the concerned States be drawn on this inconsistency. In case no solution is found, the meeting agreed that the MID CIDIN Management Group, taking into account operational, economical and technical requirements, proposes an alternate solution to rectify this deficiency and to amend the MID Rationalized AFTN Plan consequently.

2.7 The meeting requested the ICAO Office to continue its coordination efforts in solving the communications deficiencies between MID Region and AFI Region, especially concerning the improvement of AFTN links with the **H** routing area.

2.8 Regarding the MID Contingency Plan, the meeting was presented with a working paper by the Kingdom of Bahrain indicating the need for the development of the contingency plan for the ATS Direct Speech Circuits to become part of the MID Regional AFTN Contingency Plan Document. The importance of the continuity of the services of the ATS Direct Speech Circuits to ensure the Safety of Air Navigation, dictates such improvement. Accordingly, the meeting agreed on the following Draft Decision:

DRAFT DECISION 10/1: MID REGIONAL AFTN CONTINGENCY PLAN

*That, the MID Regional AFTN Contingency Plan be renamed **MID Regional AFS Contingency Plan** taking into account the need to address the continuity of the services of the ATS Direct Speech circuits to ensure the safety of Air Navigation.*

2.9 The meeting was also presented with a working paper by the Kingdom of Bahrain calling for the continuity of fixed communications for the interest of safety of air traffic through alternative routes. Reviewing the current situation, the meeting considered that the development of appropriate alternative routes, aiming at supporting the digital high-speed circuits, should be included in the MID AFS Contingency Planning Document.

MIDANPIRG AFS/ATN TF/10
Appendix 2A to the Report on Agenda Item 2

Reporting Form on Air Navigation deficiencies

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*
	CNS									
	AFGHANISTAN									
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19	Afghanistan-Bahrain Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	07/10/1998	Bahrain is ready to implement the circuit	S	Follow-up the matter with IATA concerning Afghanistan	Afghanistan Bahrain	Dec 05	B
2	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19	Afghanistan-Iran Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	07/10/1998	VSAT network to be implemented	S	Follow-up the matter with IATA concerning Afghanistan	Afghanistan Iran	Dec 05	B
3	AFTN usage (LIM MID RAN Rec 6/2)	Kabul AFTN Center	Circuit Loading Statistics	22/05/1995	Monthly statistics should be sent to MID Office	S	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	Afghanistan	Dec 05	B

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

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

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

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	Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks/Rationale for non-elimination[1]**		**Description**	**Executing body**	**Date of complete**	**Priority for action***
	CNS									
	EGYPT									
1	AFTN Main Circuits (LIM MID RAN Rec 10/5)	Egypt – Kenya Cairo – Nairobi AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999	Egypt is ready to up-grade the circuit to 9.6 K	O	Egypt and Kenya agreed to upgrade the circuit to 1200 bps	Egypt – Kenya	Dec 05	A
2	AFTN Main Circuits (LIM MID RAN Rec 10/5)	Egypt – Tunisia Cairo – Tunis AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	Egypt is ready to up-grade the circuit to 9.6 K	O	Planned to be up-graded to 1200 bauds. Upon Tunis readiness	Egypt - Tunisia	Dec 05	A

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

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	CNS									
	IRAN									
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19).	Afghanistan-Iran Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	07/10/1998	VSAT network to be implemented	S	Coordination with IATA	Afghanistan Iran	Dec 05	B
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Iran – Kuwait Kuwait – Tehran AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		O	Planned to be upgraded to 9.6K.	Iran Kuwait	Dec 05	A
3	Radio Frequencies	Tehran ACC	123.900 MHz	14/08/2002	Interference with India	O	Co-ordination is undergoing between ICAO Cairo and ICAO Bangkok	Bangkok Office Cairo Office Iran India	Dec 05	U
4	Radio Frequencies	Kerman Shah	119.300 MHz	20/07/2002	Interference with Qatar	O	Co-ordination is undergoing with Iran. No complain from Qatar	Qatar Iran	Dec 05	U
5	Radio Frequencies	Abadan Airport Ahwaz	121.900 MHz	20/07/2002	Interference with Basra (Iraq)	O	Co-ordination with concerned States	Iran Iraq	Dec 05	U

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	CNS									
	IRAQ									
1	AFTN usage (LIM MID RAN Rec 6/2)	Baghdad AFTN Center	Circuit Loading Statistics	22/05/1995	Monthly statistics should be sent to MID Office	S	Refers to ICAO fax ref. F.ME 165 reminding States to send data to ICAO Office	Iraq	Dec 05	B

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	CNS									
	JORDAN									
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Jordan-Lebanon Amman-Beirut AFTN Circuit	The circuit is not yet implemented	07/10/1998	Lebanon is ready to implement the circuit	S	Jordan will co-ordinate with Lebanon for up-grading	Lebanon – Jordan	Dec 05	A

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

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	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination[1]		Description	Executing body	Date of complete	Priority for action*
	CNS									
	KUWAIT									
1	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon – Kuwait Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	The circuit is operating satisfactorily on 100 bauds.	O	Kuwait is ready to upgrade to higher speed according to the readiness of Lebanon	Kuwait Beirut	Dec 05	A
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Iran – Kuwait Kuwait – Tehran AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	The circuit is operating satisfactorily on 100 bauds	O	Planned to be upgraded to 9.6K	Kuwait Iran	Dec 05	A
3	AFTN usage (LIM MID RAN Rec 6/2)	Kuwait AFTN Center	Circuit Loading Statistics	22/05/1995	Monthly statistics should be sent to MID Office	O	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	Kuwait	June 05	B

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

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	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination[1]		Description	Executing body	Date of complete	Priority for action*
	CNS									
	LEBANON									
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Jordan-Lebanon Amman-Beirut AFTN Circuit	The circuit is not yet implemented	07/10/1998	Lebanon is ready to implement the circuit	S	Another alternative should be proposed in the MID AFTN Plan	Jordan Lebanon	Dec 05	A
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	Lebanon is ready to implement the circuit to either 200 Bauds or 9.6 K	O	Planned to be up-graded to 300 bauds	Lebanon Saudi Arabia	June 05	A
3	AFTN Main Circuits (LIM MID RAN Rec10/5	Lebanon – Kuwait Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	The circuit is operating satisfactorily on 100 bauds	O	Planned to be up-graded to 300 bauds	Kuwait Lebanon	June 05	A

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

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	Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks/Rationale for non-elimination[1]**		**Description**	**Executing body**	**Date of complete**	**Priority for action***
	CNS									
	OMAN									
1	AFTN usage (LIM MID RAN Rec 6/2)	Muscat AFTN Center	Circuit Loading Statistics	22/05/1995	Data should be sent to ICAO Office	O	Software not available yet	Oman	June 05	B

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	CNS									
	QATAR									
1	AFTN usage (LIM MID RAN Rec 6/2)	Doha AFTN Center	Circuit Loading Statistics	22/05/1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	H	Data should be sent to ICAO Office	Qatar	June 05	B
2	Radio Frequencies	Doha	119.300 MHz	11/02/2003		O	Coordination with concerned States	Qatar Iran	June 05	U

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	Requirement	**Facilities/ Services**	**Description**	**Date first reported**	**Remarks/Rationale for non-elimination[1]**		**Description**	**Executing body**	**Date of complete**	**Priority for action***
	CNS									
	SAUDI ARABIA									
1	AFTN Main Circuits (LIM RAN Rec 10/5)	Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	Circuit to be improved	O	Planned to be up-graded to 9.6K	Lebanon – Saudi Arabia	Oct 05	A
2	AFTN Main Circuits (LIM RAN Rec 10/5)	Saudi Arabia – Ethiopia Jeddah – Addis Ababa	The circuit is implemented on 50 bauds	19/10/1999	The circuit is not working satisfactorily. Saudi Arabia is ready to up-grade the circuit to higher speed	F	Planned to operate with VSAT network	Ethiopia Saudi Arabia	Dec 06	A
3	ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Saudi Arabia – Yemen	The ATS Speech Circuit connecting to Sanna'a centre uses speed dial	07/10/1998	Sometimes, Communications facilities do not permit communications to be established within 15 seconds	O	Planned to operate with VSAT network	Saudi Arabia Yemen	Dec 06	U

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	CNS									
	SAUDI ARABIA									
4	ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Saudi Arabia – Sudan	The ATS Speech Circuit connecting the following adjacent centres to Jeddah use speed dial: Asmara Khartoum	19/10/1999	Jeddah – Khartoum on speed dial	F	Planned to operate with VSAT network.	Saudi Arabia Sudan	Dec 06	U
5	AFTN usage (LIM MID RAN Rec 6/2)	Jeddah AFTN Center	Circuit Loading Statistics	22/05/1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office.	O	Data should be sent to ICAO Office	Circuit Loading Statistics information is part of a software modification required in the new switching system	Oct 05	B

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

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	CNS									
	SYRIA									
1	AFTN usage (LIM MID RAN Rec 6/2)	Damascus AFTN Center	Circuit Loading Statistics	22/05/1995	Monthly statistics should be sent to ICAO Office	H	Planned to implement new AFTN system	Syria	June 05	B

(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*
	CNS									
	U.A.E.									
1	Radio Frequencies	UAE ACC	121.500 MHz	16/07/2002	Unknown Interference	O	Report was sent to Nat. Telecom. Admin	Follow-up by ICAO and State	Dec 05	U
2	Radio Frequencies	UAE ACC	128.250 MHz	26/01/2002	Atmospheric/ Speech	O	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State	Dec 05	U
3	Radio Frequencies	UAE ACC	129.500 MHz	29/03/2002	Unknown Interference	O	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State	Dec 05	U
4	Radio Frequencies	UAE ACC	124.850 MHz	24/01/2002	Atmospheric	O	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State	Dec 05	U
5	Radio Frequencies	UAE ACC	133.550 MHz	28-02-2002	Unknown Interference	O	Report was sent to Nat. Telecom. Admin	Follow-up by ICAO and State	Dec 05	U
6	Radio Frequencies	UAE ACC	119.300 MHz	29/03/2002	Doha	O	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State	Dec 05	U
7	Radio Navigation Aids	Dubai ILS	110.900 MHz	26-03-2002	Unknown Interference	O	Nat. Telecom. Admin.	Follow-up by ICAO and State	June 05	U
8	Radio Navigation Aids	Dubai ILS	110.100 MHz	26-03-2002	Unknown Interference	O	Nat. Telecom. Admin	Follow-up by ICAO and State	June 05	U

(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*
	CNS									
	U.A.E.									
9	Radio Navigation Aids	Dubai ILS	109.500 MHz	22-03-2002	Unknown Interference	O	Nat. Telecom. Admin	Follow-up by ICAO and State	June 05	A
10	Radio Frequencies	AL Ain	129.150 MHz	25-06-2002	Kish Air Dispatch	O	Nat. Telecom. Admin	Follow-up by ICAO and State	Dec 05	A

(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***
	CNS									
	YEMEN									
1	ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Yemen – Ethiopia-Eritrea – India – Djibouti – Saudi Arabia – Somalia – Oman	All ATS Speech Circuits connecting Sana'a with the following adjacent centres provided by Yemen use speed dial: Addis-Ababa Asmara Mumbai Djibouti Jeddah Mogadishu Muscat	07/10/1998	Communications should be established within 15 seconds	O	Yemen will be urged to implement Direct Speech Circuits with adjacent centres VSAT network will operate for some centers	Concerned States and ICAO	Dec 05 for Oman and Saudi Arabia Dec 06 for the others	U

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

MIDANPIRG AFS/ATN TF/10
Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: REVIEW OF THE MID AFTN/CIDIN ROUTING DIRECTORY

3.1 The meeting noted that only few States sent remarks to ICAO Office, following the publication of the MID AFTN/CIDIN Routing Directory in July 2004. Then, the meeting updated the Routing Directory as attached in **Appendix 3A** to the report on Agenda Item 3, taking into account the following improvements:

- upgrade of the Amman/Jeddah circuit
- upgrade of the Amman/Cairo circuit
- upgrade of the Bahrain/Jeddah circuit
- upgrade of the Karachi/Mumbai circuit
- addition of the Baghdad-Kuwait and Cairo-Tripoli tributary circuits

3.2 The meeting was informed about the participation of three MID CIDIN Centers as external COM centers in the EUR CIDIN management Center (CMC). The meeting reminded that the current members should co-ordinate, at least 2 times a year, with the CMC operator in order to upgrade their data in the CMC. The user accounts, not used for more than 6 months, will automatically be deleted from the CMC systems. It is strongly suggested that the remaining MID centers participate in the CMC operation by sending their request to Eurocontrol: (e.mail yuksel.eyuboglu@eurocontrol.int), as soon as possible.

3.3 The meeting noted the project launched by Eurocontrol to update the CMC in order to draft an AMHS Management Manual including AMHS protocol beside AFTN and CIDIN.

MIDANPIRG AFS/ATN TF/10
Appendix 3A to the Report on Agenda Item 3

INTERNATIONAL CIVIL AVIATION ORGANIZATION
MIDDLE EAST OFFICE

Routing Directory for AFTN and CIDIN Centres in the MID Region

Version 0.2 - March 2005

Table of COM Centres

(listed in alphabetical order by COM Centre location indicator)

Location Indicator	Located	State	Table name
HECA	Cairo	Egypt	HECA
OAKB	Kabul	Afganistan	OAKB
OBBI	Bahrain	Bahrain	OBBI
OEJD	Jeddah	Saudi Arabia	OEJD
OIII	Tehran	Iran	OIII
OJAM	Amman	Jordan	OJAM
OKBK	Kuwait	Kuwait	OKBK
OLBA	Beirut	Lebanon	OLBA
OMAE	Abu Dhabi	U.A.E.	OMAE
OOMS	Muscat	Oman	OOMS
OPKC	Karachi	Pakistan	OPKC
ORBI	Bagdad	Iraq	ORBI
OSDI	Damascus	Syria	OSDI
OTBD	Doha	Qatar	OTBD
OYSN	Sanaa	Yemen	OYSN

(listed in alphabetical order by State name)

State	Location Indicator	Located	Table name
Afganistan	OAKB	Kabul	OAKB
Bahrain	OBBI	Bahrain	OBBI
Egypt	HECA	Cairo	HECA
Iran	OIII	Tehran	OIII
Iraq	ORBI	Bagdad	ORBI
Jordan	OJAM	Amman	OJAM
Kuwait	OKBK	Kuwait	OKBK
Lebanon	OLBA	Beirut	OLBA
Oman	OOMS	Muscat	OOMS
Pakistan	OPKC	Karachi	OPKC
Qatar	OTBD	Doha	OTBD
Saudi Arabia	OEJD	Jeddah	OEJD
Syria	OSDI	Damascus	OSDI
U.A.E.	OMAE	Abu Dhabi	OMAE
Yemen	OYSN	Sanaa	OYSN

1. Explanation of the Tables

(Remark: All tables show examples and do not reflect the real situation)

1.1. Information (COM Centre Characteristic Table)

The COM Centre Characteristic Table gives an overview about operational, technical and administrative information of the COM Centre itself.

1.2. AFTN Routing table

Desti-nation	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	WS	OO		
B	LCNCA	(OE)		
C	LCNCA	(OE)		
D*	OE	OO		
DT	HE	(LCNCA)	HECAA	LCNCA

Desti-nation	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	WS	OO		
OB	N	N		
OE*	OE	OO		
OED	OED	(OE)		
OI	OI	OM		

Desti-nation First letters of an AFTN address (8 letter address) relevant for the Routeing
D* All destination addresses starting with D except those indicated directly below (DT)
DT Destination addresses starting with DT

Actual Main Actual main outgoing AFTN circuit or CIDIN Ax for this Destination address used actual in the AFTN/CIDIN Centre
WS Represents the outgoing AFTN circuit
LCNCA Defined Exit address (Ax) for the Destination address (Ad) starting with these letters
N Represents the national Routing responsibility

Actual Altn. Alternate outgoing AFTN circuit or CIDIN Ax for this Destination address used if the Main is not available.
(OE) Represents the outgoing AFTN circuit as Alternate
(LCNCA) Defined the Exit address (Ax) as alternate for the Destination address (Ad)
N Represents the national Routing responsibility

(Terms in brackets: For the use of the Exit Address or the AFTN circuit as alternate, co-ordination is required).

Planned Main Planned to replace the Actual Main in the future on a defined date
Planned Altn. Planned to replace the Actual Alternate in the future on a defined date

1.3. CIDIN Routing Table

CIDIN Exit Address	Actual Main VCG	Actual Altn. VCG	Planned Main VCG	Planned Altn. VCG
HECA_	OLBA	LCNC	HECA	OLBA
LCNC_	LCNC	OLBA		

CIDIN Exit Address	Actual Main VCG	Actual Altn. VCG	Planned Main VCG	Planned Altn. VCG

CIDIN Exit Address First four letters of the Exit addresses (Ax) relevant for the selection of connection to be used.

Actual Main VCG Shows the first outgoing direction (main connection path to an adjacent COM Centre) used at first or reaching the Exit centre (Ax). This path is represented by a Virtual Circuit Group (VCG), see 5.4.
Actual Altn. VCG Shows the alternate outgoing direction (main connection path to an other adjacent COM Centre) used in case of unavailability of the main VCG for reaching the Exit centre (Ax). This path is represented by a Virtual Circuit Group (VCG), see 5.4.

(Terms in brackets: For the use of the Actual Alternate VCG, co-ordination is required.)

Planned Main VCG Planned to replace the Actual Main VCG in the future on a defined date.
Planned Altn. VCG Planned to replace the Actual Alternate VCG in the future on a defined date.

1.4. Virtual Circuit Groups (VCG)

Actual VCG	Actual Prim.VC	Actual Secondary VC's		
LCNC	LCNC1			
OLBA	OLBA			

Planned VCG	Planned Prim.VC	Planned Secondary VC's		
HECA	HECA1			
		OLBA		

Actual VCG A Virtual Circuit Group consists of a number of Virtual Circuits (VC) that connect two, and only two CIDIN Centres. A Primary-type VC is always present and a Secondary-type VC is optional. Within this group, the selection of the VC is local matter. VC groups form redundant connections between adjacent CIDIN Centres.

Actual Primary VC Primary Virtual Circuit, established actual either as a PVC (Permanent Virtual Circuit) or SVC (Switched Virtual Circuit). In case of SVC no Secondary Virtual Circuits are recommended.

Actual Secondary VC's Actual Secondary VC's: Secondary Virtual Circuits, established actual either as a set of PVC (Permanent Virtual Circuit) and/or a SVC (Switched Virtual Circuit). There is no maximum limit to the number of PVC's forming a VCG.

Planned Primary VC The planned Primary Virtual Circuit will replace the Actual Primary VC in the future on a planned date.

Planned Secondary VC's The planned Secondary Virtual Circuits will replace the Actual Alternate VC (see below).

1.5. Circuit Characteristics

Situation recorded in Nov 1998		
Link to	Protocol	Capacity (bps)
HECA	AFTN	2 x 2.4k
OLBA	CIDIN	1 x 9.6k
OKBK	AFTN	1 x 300
OOMS	AFTN	1 x 50
VTBB	AFTN	1 x 2.4k

Planned		
Protocol	Capacity(bps)	"O" date
CIDIN	1 x 9.6k	TBD

Link to Connection to the COM Centre represented by the location indicator.

Protocol Protocol used actual on this link (conventional AFTN, AFTN over X.25, CIDIN via PVC or CIDIN via SVC).

Capacity (bps) Actual capacity available (bit per seconds). An asterisk (*) indicates a network connection.

Planned Protocol Protocol planned to be used on the upgraded/new link.

Capacity (bps) Planned capacity of the link (bit per seconds).

"O" date Planned operational date of the upgraded/new link.

OAKB - Kabul - Afghanistan

Information

Operator:	
Phone:	
- -	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical operator:	
Phone:	
- -	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	
Phone:	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical supervisor:	
Name:	
Phone:	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	
Phone:	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Postal Address:

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	
AFTN OPM/NM:	
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN		
CIDIN/OPMET		
AIS		
MOTNE		
OPMET		
SITA		

OAKB - Kabul - Afghanistan

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	VI	OI		
B	OI	VI		
C	OI	VI		
D	OI	VI		
E	OI	VI		
F	OI	VI		
G	OI	VI		
H*	OI	VI		
HA				
HC	OI	VI		
HD	OI	VI		
HE	OI	VI		
HH				
HL	OI	VI		
HS	OI	VI		
K	OI	VI		
L*	OI	VI		
LB	OI	VI		
LL				
LT	OI	VI		
M	OI	VI		
N	VI	OI		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	N	N		
OB	OI	VI		
OE	OI	VI		
OI	OI	VI		
OJ	OI	VI		
OK	OI	VI		
OL	OI	VI		
OM	OI	VI		
OO	OI	VI		
OP	OP	OI		
OR	OI	VI		
OS	OI	VI		
OT	OI	VI		
OY	OI	VI		
P	VI	OI		
R	VI	OI		
S	OI	VI		
T	OI	VI		
U	VT	VI		
V*	VI	OI		
VA	VI	OI		
VE	VI	OI		
VI	VI	OI		
VN	VI	OI		
VO	VI	OI		
W	VI	OI		
Y	VI	OI		
Z	VI	OI		

OAKB - Kabul - Afghanistan

Circuit Characteristics

Situation recorded in March 2001			Planned		
Link	Protocol	Capacity (bps)	Protocol	Capacity (bps)	"O" date

OBBI - Bahrain - Bahrain

Information

Operator:	
Phone:	+973 17321185
- -	+973 17321184
Fax:	+973 17321905
Telex:	+490 9186 AIRCIV BN
Email:	caacomms@bahrain.gov.bh
AFTN:	OBBIYFYX
CIDIN/AFTN:	OBBIM
CIDIN/OPMET:	---
SITA:	BAHAPYF

Technical operator:	
Phone:	+973 17883620
- -	+973 17883621
Fax:	+973 17883461
Telex:	+490 8000
Email:	ns611t@btc.com.bh
AFTN:	OBBIZZZZ
CIDIN/AFTN:	OBBIM
CIDIN/OPMET:	---
SITA:	---

Supervisor:	
Name:	MOHAMED ALI SALEH
Phone:	+973 17321186
Fax:	+973 17321992
Telex:	9186 AIRCIV BN
Email:	masaleh@bahrain.gov.bh
AFTN:	OBBIYTYX
CIDIN/AFTN:	OBBIM
CIDIN/OPMET:	---
SITA:	BAHAPYF

Technical supervisor:	
Name:	HASHIM A. SHUBBER
Phone:	+973 17883884
Fax:	+973 17883461
Telex:	+490 8000
Email:	ns61@btc.com.bh
AFTN:	OBBIZZZZ
CIDIN/AFTN:	OBBIM
CIDIN/OPMET:	---
SITA:	---

Management:	
Name:	ALI AHMED MOHAMED
Phone:	+973 17321187
Fax:	+973 17321992
Telex:	9186 AIRCIV BN
Email:	aliahmed@bahrain.gov.bh
AFTN:	OBBIYTYX
CIDIN/AFTN:	OBBIM
CIDIN/OPMET:	--
SITA:	BAHAPYF

Postal Address:
CIVIL AVIATION AFFAIRS
AIR NAVIGATION DIRECTORATE
P.O.BOX: 586
MUHARRAQ
BAHRAIN

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	OBBIA
AFTN OPM/NM:	OBBIM
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN	Yes	
CIDIN/OPMET		
AIS		
MOTNE		
OPMET		
SITA	Yes	

OBBI - Bahrain - Bahrain

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	WS	OO		
B	LCNCA	OE	LCNCA	OLBAA
C	LCNCA	OE	LCNCA	OLBAA
D	OE	OO		
E	LCNCA	OE	LCNCA	OLBAA
F	OE	OO		
G	OE	OO		
H*	OE	OO		
HA	OE	00		
HC	OE	OO		
HD	OE	OO		
HE	OE	OO		
HH	OE	OO		
HL	OE	OO		
HS	OE	OO		
K	LCNCA	OE	LCNCA	OLBAA
L*	LCNCA	OE	LCNCA	OLBAA
LB	LT	LCNCA		
LL				
LT	LT	LCNCA		
M	LCNCA	OE	LCNCA	OLBAA
N	WS	OO		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OKBK	OO		
OB	N	N		
OE*	OE	OO		
OED	OED	OE		
OI	OI	OMAEA		
OJ	OE	OLBAA		
OK	OK	OLBAA		
OL	OLBAA	OK		
OM	OMAEA	OO		
OO	OO	OE		
OP	OK	OE		
OR	OLBAA			
OS	OLBAA	OK		
OT	OT	OK		
OY	OE	OO		
P	LCNCA	OE	LCNCA	OLBAA
R	WS	OO		
S	LCNCA	OLBAA	LCNCA	OLBAA
T	LCNCA	OLBAA	LCNCA	OLBAA
U	LC	OE		
V*	WS	OO		
VA	OO	OE		
VE	OO	OE		
VI	OO	OE		
VN	OO	OE		
VO	OO	OE		
W	WS	OO		
Y	WS	OO		
Z	OO	OE		

OBBI - Bahrain - Bahrain

CIDIN Routing Table

CIDIN Exit Address	Actual Main VCG	Actual Altn. VCG	Planned Main VCG	Planned Altn. VCG
HECA	OLLL	LCNC		
LCNC	LCNC	OLLL		
OBBI	LCNC	OLBA		
OLBA	OLLL	LCNC		
OMAE	OMAE			
OEJN	OEJN	LCNC		

CIDIN Exit Address	Actual Main VCG	Actual Altn. VCG	Planned Main VCG	Planned Altn. VCG

CIDIN Virtual Circuit Group

Actual VCG	Actual Prim.VC	Actual Secondary VC's		
LCNC	LCNC1			
OLLL	OLLL1			
OMAE	OMAE1			

Planned VCG	Planned Prim.VC	Planned Secondary VC's		

OBBI - Bahrain - Bahrain

Circuit Characteristics

Situation recorded in March 2005			Planned		
Link	Protocol	Capacity (bps)	Protocol	Capacity (bps)	"O" date
LCNC	CIDIN	1 x 9.6K			
LTAA	AFTN	1 x 50			
OEDF	AFTN	1 x 50	AFTN	1 x 9.6K	IV/2005
OEJD	CIDIN	1 x 9.6K			
OIII	AFTN	1 x 300			
OKBK	AFTN	1 x 9.6K			
OLBA	CIDIN	1 x 9.6K			
OMAE	CIDIN	1 x 9.6K			
OOMS	AFTN	1 x 300	AFTN	1 X 9.6K	IV/2005
OTBT	AFTN	1 x 200	AFTN	1 X 9.6K	IV/2005
WSSS	AFTN	1 x 200	AFTN	1 x 2400	IV/2005

HECA - Cairo - Egypt

Information

Operator:	
Phone:	202 6375639
- -	202 2654006
Fax:	202 2678546
Telex:	202 92443 UN
Email:	
AFTN:	HECAYFYX
CIDIN/AFTN:	HECAM
CIDIN/OPMET:	
SITA:	CAIXYYF

Technical operator:	
Phone:	
- -	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	
Phone:	202 2678999
Fax:	202 2678546
Telex:	202 92443 UN
Email:	
AFTN:	HECAYFYS
CIDIN/AFTN:	HECAM
CIDIN/OPMET:	
SITA:	CAIXYYF

Technical supervisor:	
Name:	Eng Azmy Nabih
Phone:	202 4182964
Fax:	202 6374471
Telex:	202 92443 UN
Email:	
AFTN:	HECAYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	Magdy Abdel Messih Wahba
Phone:	202 2678999
Fax:	202 2680629
Telex:	202 92443 UN
Email:	xramadan@hotmail.com
AFTN:	HECAYTYX
CIDIN/AFTN:	HECAM
CIDIN/OPMET:	
SITA:	CAIXYYT

Postal Address:
National Air Navigation Services
Company
Cairo Air Navigation Centre
Cairo Airport Road
Cairo, Egypt

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	HECAA
AFTN OPM/NM:	HECAM
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN	Yes	
CIDIN/OPMET		
AIS		
MOTNE		
OPMET		
SITA	Yes	

HECA - Cairo - Egypt

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OEJNA	LGGGA		
B	LGGGA	OLBAA		
C	LGGGA	OLBAA		
D	DT	LGGGA		
EB	LGGGA	OLBAA		
ED	LGGGA	OLBAA		
EE	LGGGA	OLBAA		
EF	LGGGA	OLBAA		
EG	LGGGA	OLBAA		
EH	LGGGA	OLBAA		
EI	LGGGA	OLBAA		
EK	LGGGA	OLBAA		
EL	LGGGA	OLBAA		
EN	LGGGA	OLBAA		
EP	LGGGA	OLBAA		
ES	LGGGA	OLBAA		
ET	LGGGA	OLBAA		
EV	LGGGA	OLBAA		
EY	LGGGA	OLBAA		
F*	HK	OEJNA		
FH	LGGGA	OLBAA		
FJ	LGGGA	OLBAA		
G	DT	LGGGA		
H*	HK	OEJNA		
HA	OEJNA	HK		
HC	HK	OEJNA		
HD	OEJNA	HK		
HE	N	N		
HH	HHAS	HK		
HL	HL	DT		
HS	HS	OEJNA		
K	LGGGA	OLBAA		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
L*	LGGGA	OLBAA		
LA	LGGGA	OLBAA		
LI	LGGGA	OLBAA		
LL	LL	LGGGA		
LM	LGGGA	OLBAA		
M	LGGGA	OLBAA		
N	OEJNA	OLBAA		
OA	OLBAA	LGGGA	OBBIA	
OB	OEJNA	OLBAA	OBBIA	
OE	OEJNA	LGGGA		
OJ	OJ	OE		
OI	OLBAA	LGGGA	OBBIA	
OK	OLBAA	LGGGA		
OL	OLBAA	LGGGA		
OM	OLBAA	LGGGA		
OO	OEJNA	LGGGA		
OP	OLBAA	LGGGA		
OR				
OS	OS	OJ		
OT	OLBAA	LGGGA	OBBIA	
OY	OE	LGGGA		
P	OLBAA	LGGGA		
R	OEJNA	LGGGA	OBBIA	
S	LGGGA	OLBAA		
T	LGGGA	OLBAA		
U	LGGGA	OLBAA		
V	OLBAA	LGGGA	OBBIA	
W	OEJNA	LGGGA	OBBIA	
Y	OEJNA	LGGGA	OBBIA	
Z	OLBAA	LGGGA	OBBIA	

HECA - Cairo - Egypt

CIDIN Routing Table

CIDIN Exit Address	Actual Main VCG	Actual Altn. VCG	Planned Main VCG	Planned Altn. VCG
HECA_				
LGGG_	LGGG	OLBA		
OLBA_	OLBA	LGGG		
OEJN	OEJN	LGGG		

CIDIN Exit Address	Actual Main VCG	Actual Altn. VCG	Planned Main VCG	Planned Altn. VCG

CIDIN Virtual Circuit Group

Actual VCG	Actual Prim.VC	Actual Secondary VC's		
LGGG	LGGG1			
OLBA	OLBA1			
OEJN	OEJN1			

Planned VCG	Planned Prim.VC	Planned Secondary VC's		

HECA - Cairo - Egypt

Circuit Characteristics

Situation recorded in March 2005			Planned		
Link	**Protocol**	**Capacity (bps)**	**Protocol**	**Capacity (bps)**	**"O" date**
DTTC	AFTN	1 x 100	AFTN	1 x 1200	2005
HKNA	AFTN	1 x 50	AFTN	9.6K	2006
HLLT	AFTN	1 x 50			
HSSS	AFTN	1 x 50			
LGGG	CIDIN	1 x 9.6 K			
LLBG	AFTN	1 x 50			
OEJD	CIDIN	1 x 9.6 K			
OJAM	AFTN	1 x 9.6 K			
OLBA	CIDIN	1 x 9.6 K			
OSDI	AFTN	1 x 50			

OIII - Tehran - Iran

Information

Operator:	
Phone:	0098 21-91022325
- -	
Fax:	0098 21-6025101
Telex:	213889 EPD IR
Email:	
AFTN:	OIIIYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	THRXTYF

Technical operator:	
Phone:	0098 21-91022330
- -	
Fax:	0098 21-6025101
Telex:	213889 EPD IR
Email:	
AFTN:	OIIIYTYC
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	THRXTYF

Supervisor:	
Name:	Abutaleb Mosaie
Phone:	0098 21-9122330
Fax:	0098 21-6025101
Telex:	213889 EPD IR
Email:	alicom64@hotmail.com
AFTN:	OIIIYTYC
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	THRXTYF

Technical supervisor:	
Name:	Gholamali Barzegari Naeini
Phone:	0098 21-6036645
Fax:	0098 21-6025101
Telex:	213889 EPD IR
Email:	AFTN@IRAFTN.COM
AFTN:	OIIIYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	THRXTYF

Management:	
Name:	Gholamali Barzegari Naeini
Phone:	0098 21-6036645
Fax:	0098 21-6025101
Telex:	213889 EPD IR
Email:	AFTN@ARAFTN.COM
AFTN:	OIIIYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	THRXTYF

Postal Address:
Civil Aviation Organization
P.O. Box 1798, 13445
Mehrabad Intl Airport
Tehran
Islamic Republic of Iran

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	
AFTN OPM/NM:	
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN		
CIDIN/OPMET		
AIS		
MOTNE		
OPMET	Yes	
SITA	Yes	

OIII - Tehran - Iran

AFTN Routing Table

Desti-nation	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OB	OP	OB	OP
B	LT	OB	LT	OB
C	LT	OB	LT	OB
D	OK	OB	OB	OK
E	LT	OB	LT	OB
F	OK	OB	OB	OK
G	OK	OB	OB	OK
H	OK	OB	OB	OK
K	LT	OB	LT	OB
L	LT	OB	LT	OB
LC	OB	OM	OB	OK
M	LT	OB	LT	OB
N	OB	OP	OB	OP

Desti-nation	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OK	OP	OP	OK
OB	OB	OM	OB	OM
OE	OB	OM	OB	OM
OI	N	N	N	N
OJ	OS	OB	OS	OB
OK	OK	OB	OK	OB
OL	OB	OK	OB	OK
OM	OM	OB	OM	OB
OO	OB	OP	OB	OK
OP	OP	OK	OP	OK
OR	OK	OB	OK	OB
OS	OS	OB	OS	OK
OT	OB	OK	OB	OK
OY	OB	OM	OB	OK
P	OK	OB	OK	OB
R	OB	OK	OB	OK
S	LT	OB	LT	OB
T	LT	OB	LT	OB
U	LT	OB	OB	OK
V	OK	OB	OP	OK
VA	OK	OB	OP	OK
VI	OK	OB	OP	OK
VN	OK	OB	OP	OK
VO	OK	OB	OP	OK
W	OB	OP	OB	OP
Y	OB	OP	OB	OP
Z	OK	OB	OP	OK

OIII - Tehran - Iran

Circuit Characteristics

Situation recorded in April 2004			Planned		
Link	**Protocol**	**Capacity (bps)**	**Protocol**	**Capacity (bps)**	**"O" date**
LTAA	AFTN	1 x 50	AFTN	9.6K	2004
OBBI	AFTN	1 x 300	AFTN	9.6K	2004
OKBK	AFTN	1 x 100	AFTN	9.6K	2004
OMAE	AFTN	1 x 100			
OPKC	AFTN	1 x 200			
OSDI	AFTN	1 x 50			

ORBI - Bagdad - Iraq

Information

Operator: Keetam A. Alrazaq	
Phone:	+ 9641 8132480
- -	
Fax:	
Telex:	
Email:	ibiap1@yahoo.com
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical operator: Basema Jaleel	
Phone:	+ 9641 8132480
- -	
Fax:	
Telex:	
Email:	ibiap1@yahoo.com
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	Maher Yassen J.
Phone:	+ 964 7901 403251
Fax:	
Telex:	
Email:	ibiap1@yahoo.com
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical supervisor:	
Name:	Eman Zeedan
Phone:	+ 9641 8132480
Fax:	
Telex:	
Email:	ibiap1@yahoo.com
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	
Phone:	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Postal Address:

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	Yes
AFTN OPM/NM:	
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN		
CIDIN/OPMET		
AIS		
MOTNE		
OPMET		
SITA		

ORBI - Bagdad - Iraq

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OK			OI
B	OK			OI
C	OK			OI
D	OK			OI
E	OK			OI
F	OK			OI
G	OK			OI
H	OK			OI
K	OK			OI
L*	OK			OI
LL				
M	OK			OI
N	OK			OI

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OK			OI
OB	OK			OI
OE	OK			OI
OI	OK			OI
OJ	OK			OI
OK	OK			OI
OL	OK			OI
OM	OK			OI
OO	OK			OI
OP	OK			OI
OR	OK			OI
OS	OK			OI
OT	OK			OI
OY	OK			OI
P	OK			OI
R	OK			OI
S	OK			OI
T	OK			OI
U	OK			OI
V	OK			OI
W	OK			OI
Y	OK			OI
Z	OK			OI

ORBI - Bagdad - Iraq

Circuit Characteristics

Situation recorded in April 2004			Planned		
Link	Protocol	Capacity (bps)	Protocol	Capacity (bps)	"O" date
OKBK	AFTN	9.6K			

OJAM - Amman - Jordan

Information

Operator:	Mona al - Nadaf
Phone:	+9626 4891401/3261
- -	
Fax:	
Telex:	
Email:	ALNADAF@YAHOO.COM
AFTN:	OJAMYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	AMMXYYA

Technical operato	Targrred Ghazi
Phone:	+962 6 4891401/3263
- -	
Fax:	
Telex:	
Email:	
AFTN:	OJAMYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisc	Marwan A. Qadome
Name:	Marwan A. Qadome
Phone:	+ 962 6 4892282
Fax:	+ 962 6 4891653
Telex:	
Email:	mar-aftn@yahoo.com
AFTN:	OJAMYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	AMMXYYA

Technical supervi	Marwan Badawi
Name:	Marwan Badawi
Phone:	+ 962 6 4891401/3500
Fax:	+ 962 6 4875102
Telex:	
Email:	
AFTN:	OJAMYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	Nader A. Kaled
Name:	Nader A.Kaled
Phone:	4891401133260
Fax:	
Telex:	
Email:	aftn_am@yahoo.com
AFTN:	OJAMYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Postal Address:
Civil Aviation Authority
P.O.Box 7547
Amman -Jordan

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	Yes
AFTN OPM/NM:	
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN		
CIDIN/OPMET		
AIS		
MOTNE		
OPMET		
SITA		

OJAM - Amman - Jordan

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OE	HE		
B	OS	HE		
C	OS	HE		
D	HE	OS		
E	OS	HE		
F	HE	OS		
G	HE	OS		
H*	HE	OL		
HE	HE	OS		
HL	HE	OS		
HS	HE	OE		
K	OS	HE		
L*	OS	HE		
LC	OS	HE		
LL	HE	HE		
LT	OS	HE		
M	OS	HE		
N	OE	HE		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OE	HE		
OB	OE	HE		
OE	OE	HE		
OI	OS	OE		
OJ	N	N		
OK	OE	HE		
OL	HE	OS		
OM	OE	HE		
OO	OE	HE		
OP	OE	HE		
OR	OR	OS		
OS	OS	HE		
OT	OE	HE		
OY	OE	HE		
P	OS	HE		
R	OE	HE		
S	OS	HE		
T	OS	HE		
U	OS	HE		
V*	OE	HE		
VA	OE	HE		
VE	OE	HE		
VI	OE	HE		
VN	OE	HE		
VO	OE	HE		
W	OE	HE		
Y	OE	HE		
Z	HE	OS		

OJAM - Amman - Jordan

Circuit Characteristics

Situation recorded in March 2005			Planned		
Link	Protocol	Capacity (bps)	Protocol	Capacity (bps)	"O" date
HECA	AFTN	1 x 9.6 K			
OEJD	AFTN	1 x 19.2 K			
ORBI	AFTN	1 x 50			
OSDI	AFTN	1 x 50			
LLBG	AFTN	1.2 K			

OKBK - Kuwait - Kuwait

Information

Operator:	
Phone:	
- -	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical operator:	
Phone:	
- -	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	Mr. Al-Asqah, Mohammed
Phone:	+ (965) 473 2489
Fax:	+ (965) 472 1286
Telex:	
Email:	
AFTN:	OKBKYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical supervisor:	
Name:	Mr. Al-Jarrah, Dawood
Phone:	+ (965) 476 0421
Fax:	+ (965) 431 9232
Telex:	
Email:	
AFTN:	OKBKYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	Mr. Al-Fozan, Fozan
Phone:	+ (965) 476 0421
Fax:	+ (965) 431 9232
Telex:	
Email:	cvnedd@quality.net
AFTN:	OKBKYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Postal Address:

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	
AFTN OPM/NM:	
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN		
CIDIN/OPMET		
AIS		
MOTNE		
OPMET		
SITA		

OKBK - Kuwait - Kuwait

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OP	OB		
B	LI	OL		
C	LI	OL		
D	OL	OB		
E	LI	OL		
F	OB	OL		
G	OL	OB		
H*	OL	OB		
HE	OL	OB		
HL	OL	OB		
HS	OL	OB		
K	LI	OL		
L*	LI	OL		
LC	OL	LI		
LL				
LT	LI	OL		
M	LI	OL		
N	OP	OB		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OP	OB		
OB	OB	OL		
OE	OB	OL		
OI	OI	OB		
OJ	OL	OB		
OK	N	N		
OL	OL	OB		
OM	OB	OL		
OO	OB	OL		
OP	OP	OB		
OR	OR	TBD		
OS	OS	OL		
OT	OT	OB		
OY	OB	OL		
P	LI	OL		
R	OP	OB		
S	LI	OL		
T	LI	OL		
U	LI	OL		
V*	OP	OB		
VA	OP	OB		
VE	OP	OB		
VI	OP	OB		
VN	OP	OB		
VO	OP	OB		
W	OP	OB		
Y	OP	OB		
Z	OP	OB		

OKBK - Kuwait - Kuwait

Circuit Characteristics

Situation recorded in March 2005			Planned		
Link	**Protocol**	**Capacity (bps)**	**Protocol**	**Capacity (bps)**	**"O" date**
LIII	AFTN	1 x 100	X.25	1 X 64k	4th Q-2005
OBBI	AFTN	1 X 9.6 K			
OIII	AFTN	1 x 100	AFTN	1 X 9.6K	4th Q-2005
OLBA	AFTN	1 x 100	AFTN	1 X 9.6K	TBD
OPKC	AFTN	1 x 2.4k	AFTN	1 X 9.6K	TBD
OSDI	AFTN	1 x 50			
OTBD	AFTN	1 x 100	AFTN	1 X 9.6K	TBD
ORBI	AFTN	1 X 9.6K			

OLBA - Beirut - Lebanon

Information

Operator:	
Phone:	+ 961 1 628161
- -	
Fax:	+961 1 629035
Telex:	
Email:	hatemh@beirutairport.gov.lb
AFTN:	OLBAYFYX
CIDIN/AFTN:	OLBAM
CIDIN/OPMET:	OLBAYMYX
SITA:	

Technical operator:	
Phone:	
- -	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	Chawki Hatem
Phone:	+961 1 628161
Fax:	+961 1 629035
Telex:	
Email:	
AFTN:	OLBAYFYX
CIDIN/AFTN:	OLBAM
CIDIN/OPMET:	OLBAYMYX
SITA:	

Technical supervisor:	
Name:	Mouhammad Saad
Phone:	+961 3 280299-961 628000/3049
Fax:	+961 1 628198
Telex:	
Email:	msaad@beirutairport.gov.lb
AFTN: OLBAYTYX	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	Chawki Hatem
Phone:	+961 1 628150
Fax:	+961 1 629035
Telex:	
Email:	
AFTN:	OLBAYTYX
CIDIN/AFTN:	OLBAM
CIDIN/OPMET:	OLBAYMYX
SITA:	

Postal Address:
Beirut International Airport
Telecom Department
Beirut-Lebanon

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	OLBAA
AFTN OPM/NM:	OLBAM
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN	Yes	
CIDIN/OPMET		
AIS	Yes	
MOTNE		
OPMET	Yes	
SITA	Yes	

OLBA - Beirut - Lebanon

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OBBIA	OE		
B	LCNCA	HECAA		
C	LCNCA	HECAA		
D	HECAA	LCNCA		
E	LCNCA	HECAA		
F	OE	HECAA		
G	HECAA	OE		
H	HECAA	OE		
K	LCNCA	HECAA		
L*	LCNCA	HECAA		
LL				
LT	LCNCA	HECAA		
M	LCNCA	HECAA		
N	OK	OE		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OK	OE		
OB	OBBIA	OE		
OE	OE	OBBIA		
OI	OBBIA	OK		
OJ	HECAA	OE		
OK	OK	OBBIA		
OL	N	N		
OM	OBBIA	OE		
OO	OBBIA	OE		
OP	OK	OBBIA		
OR	OR	OS		
OS	OS	HECAA		
OT	OBBIA	OK		
OY	OE	OBBIA		
P	LCNCA	HECAA		
R	OBBIA	OE		
S	LCNCA	HECAA		
T	LCNCA	HECAA		
U	LCNCA	HECAA		
V*	OK	OBBIA		
VA	OK	OBBIA		
VE	OK	OBBIA		
VI	OK	OBBIA		
VN	OK	OBBIA		
VO	OK	OBBIA		
W	OBBIA	OK		
Y	OBBIA	OE		
Z	OK	OE		

OLBA - Beirut - Lebanon

Circuit Characteristics

Situation recorded in April 2004			Planned		
Link	Protocol	Capacity (bps)	Protocol	Capacity (bps)	"O" date
HECA	CIDIN	1 x 9.6K			
LCNC	CIDIN	1 x 9.6K			
OBBI	CIDIN	1 x 9.6K			
OEJD	AFTN	1 x 100	AFTN	1 x 9.6K	2005
OKBK	AFTN	1 x 100	AFTN	1 x 9.6K	2005
OSDI	AFTN	2 x 50			
ORBI	AFTN	1 x 50			

OLBA - Beirut - Lebanon

CIDIN Routing Table

CIDIN Exit Address	Actual Main VCG	Actual Altn. VCG	Planned Main VCG	Planned Altn. VCG
OLBA_	OLBA	(LCNC)		
LCNC_	OLBA	(OBBI)		
OBBI_	OLBA	HECA		

CIDIN Exit Address	Actual Main VCG	Actual Altn. VCG	Planned Main VCG	Planned Altn. VCG

CIDIN Virtual Circuit Group

Actual VCG	Actual Prim.VC	Actual Secondary VC's		
HECA	HECA1			
LCNC	LCNC1			
OBBI	OBBI1			

Planned VCG	Planned Prim.VC	Planned Secondary VC's		

OOMS - Muscat - Oman

Information

Operator:	Mushal Abdul Aziz
Phone:	968 519209/332
- -	
Fax:	968 510617
Telex:	5418 DGCAOMAN ON
Email:	aircomms@dgcam.gov.om
AFTN:	OOMSYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical operator: Ahmed Issa	
Phone:	968 519492
- -	
Fax:	968 510617
Telex:	5418 DGCAOMAN ON
Email:	ahmedissa@dgcam.gov.om
AFTN:	OOMSYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	Akhtar Kareem Al-Balu
Phone:	968 519260
Fax:	968 510617
Telex:	5418 DGCAOMAN ON
Email:	aircomms@dgcam.gov.om
AFTN:	OOMSYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical supervisor:	
Name:	Mohd Hamed Al-Mauly
Phone:	968 519492
Fax:	968 510617
Telex:	5418 DGCAOMAN ON
Email:	mody07@hotmail.com
AFTN:	OOMSYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	Ali Humaid Al-Adawi
Phone:	968 519207/699
Fax:	968 519930
Telex:	5418 DGCAOMAN ON
Email:	alialadawi@dgcam.gov.com
AFTN:	OOMSYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Postal Address:
P.O. BOX 1
Postal Code 111
Seeb Int. Airport
Sultanate of Oman

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	
AFTN OPM/NM:	
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN		
CIDIN/OPMET		
AIS	Yes	
MOTNE		
OPMET		
SITA		

OOMS - Muscat - Oman

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OB	VA		
B	OB	OE		
C	OB	OE		
D	OE	OB		
E	OB	OE		
F	OE	VA		
G	OE	OB		
H	OE	VA		
K	OB	OE		
L* EX. LL	OB	OE		
M	OB	OE		
N	OB	VA		
OA	OB	OMA		
OB	OB	OMA		
OE	OE	OB		
0I	OB	OMA		
OJ	OE	OB		
OK	OB	OE		
OL	OB	OE		
OM	OMA	OB		
OO	N	N		
OP	VA	OB		
OR	OB	OE		
OS	OE	OB		
OT	OB	OMA		
OY	OY	OE		
P	OB	VA		
R	OB	VA		
S	OB	OE		
T	OB	OE		
U	VA	OE		
V*	OB	VA		
VA	VA	OB		
VE	VA	OB		
VI	VA	OB		
VN	VA	OB		
VO	VA	OB		
W	OB	VA		
Y	OB	VA		
Z	VA	OB		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.

OOMS - Muscat - Oman

Circuit Characteristics

Situation recorded in April 2004			Planned		
Link	**Protocol**	**Capacity (bps)**	**Protocol**	**Capacity (bps)**	**"O" date**
OBBI	AFTN	1 x 300		9.6k	04/05
OEJD	AFTN	1 x 300		9.6k	04/05
OMAE	AFTN	1 x 50	AFTN	9.6k	04/05
OYSN	AFTN	1 x 100		9.6k	04/05
VABB	AFTN	1 x 300	AFTN (X.25)	9.6k	04/05

OPKC - Karachi - Pakistan

Information

Operator:	
Phone:	92-21-45791943
- -	45797232
Fax:	92-21-9218216
Telex:	29336 CAA PK
Email:	
AFTN:	OPKCYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	OPKCYZYX
SITA:	

Technical operator:	
Phone:	92-21-45791944
- -	45797519
Fax:	
Telex:	29336 CAA PK
Email:	
AFTN:	OPKCYFYT
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	Mr. Fasihuzzaman
Phone:	92-21-9218242
Fax:	92-21-9218216
Telex:	29336 CAA PK
Email:	
AFTN:	OPKCYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical supervisor:	
Name:	Mr. Nadeem Sharif Pasha
Phone:	92-21-9218174
Fax:	
Telex:	29336 CAA PK
Email:	Ctoqiap@sat.net.pk
AFTN:	OPKCYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	Air Cdre Qamaruddin
Phone:	92-21-9218732
Fax:	92-21-9218733
Telex:	29534 DG CAA PK
Email:	q-uddin@yahoo.Com
AFTN:	OPHQZXCM
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Postal Address:
Comm-Ops branch, HQ.CAA
Technical Devision
Terminal-1
QIAP, Karachi-75200
Pakistan

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	
AFTN OPM/NM:	
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN		
CIDIN/OPMET		
AIS	Yes	
MOTNE		
OPMET	Yes	
SITA		

OPKC - Karachi - Pakistan

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	VA	-		
B	OK	-		
C	OK	OI		
D	OK	-		
E	OK	OI		
F	OK	-		
G	OK	-		
H	OK	-		
K	OK	OI		
L*	OK	0I		
LL				
LT	OI	OK		
M	OK	OI		
N	VA	OI		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OA	-		
OB	OK	OI		
OE	OK	-		
OI	OI	-		
OJ	OK	OI		
OK	OK	-		
OL	OK	-		
OM	OK	OI		
OO	OK	OI		
OP	N	N		
OR	OK	-		
OS	OI	-		
OT	OK	OI		
OY	OK	OI		
P	VA	-		
R	VA	-		
S	OK	OI		
T	OK	OI		
U	OI	OK		
V*	VA	-		
VN	ZB	VA		
W	VA	-		
Y	VA	-		
Z	ZB	VA		

OPKC - Karachi - Pakistan

Circuit Characteristics

Situation recorded in October 2004			Planned		
Link	**Protocol**	**Capacity (bps)**	**Protocol**	**Capacity (bps)**	**"O" date**
OIII	AFTN	1 x 200	AFTN	2.4K	End 2004
OKBK	AFTN	2.4K			
ZBBB	AFTN	1 x 50	AFTN	2.4K	End 2004
VABB	AFTN	1 x 200			
OAKB	AFTN (VSAT)	1 x 2400			

OTBD - Doha - Qatar

Information

Operator:	
Phone:	00974 4656220/268
- -	00974 4622510
Fax:	00974 4621052
Telex:	
Email:	
AFTN:	OTBDYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	DOHXYYF

Technical operator:	
Phone:	
- -	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	Mr. Ahmed Al-Mannai
Phone:	00974 4622510
Fax:	00974 4622052
Telex:	
Email:	ahmedalmannai@caa.gov.qa
AFTN:	
CIDIN/AFTN:	OTBDYTYX
CIDIN/OPMET:	
SITA:	DOHXYYF

Technical supervisor:	
Name:	Mr.Said Othman Baywazir
Phone:	00974 465500
Fax:	00974 4622620
Telex:	
Email:	saeed@caa.gov.qa
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	
Phone:	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Postal Address:
Civil Aviation Authority
P.O.Box 3000
Doha Qatar

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	
AFTN OPM/NM:	
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN		
CIDIN/OPMET		
AIS		
MOTNE		
OPMET		
SITA		

OTBD - Doha - Qatar

AFTN Routing Table

Desti-nation	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OB	OK		
B	OB	OK		
C	OB	OK		
D	OB	OK		
E	OB	OK		
F	OB	OK		
G	OB	OK		
H	OB	OK		
K	OB	OK		
L*	OB	OK		
LL				
M	OB	OK		
N	OB	OK		

Desti-nation	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OB	OK		
OB	OB	OK		
OE	OB	OK		
OI	OK	OB		
OJ	OB	OK		
OK	OB	OK		
OL	OB	OK		
OM	OB	OK		
OO	OB	OK		
OP	OK	OB		
OR	OK	OB		
OS	OB	OK		
OT	N	N		
OY	OB	OK		
P	OB	OK		
R	OB	OK		
S	OB	OK		
T	OB	OK		
U	OB	OK		
V	OB	OK		
W	OB	OK		
Y	OB	OK		
Z	OB	OK		

OTBD - Doha - Qatar

Circuit Characteristics

Situation recorded in March 2005			Planned		
Link	Protocol	Capacity (bps)	Protocol	Capacity (bps)	"O" date
OBBI	AFTN	1 x 300			
OKBK	AFTN	1 x 100			

OEJD - Jeddah - Saudi Arabia

Information

Operator:	
Phone:	+966 2 685 0532
- -	+966 2 685 4576
Fax:	+966 2 685 4016
Telex:	603807 KAIAP
Email:	
AFTN:	OEJNYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical operator:	
Phone:	+966 2 685 5040 or
- -	+966 2 685 5039
Fax:	+966 2 685 5718
Telex:	
Email:	
AFTN:	OEJNYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	Modhish A. Al-Garni
Phone:	+966 2 685 5611
Fax:	+966 2 685 4014
Telex:	603807 KAIAP
Email:	
AFTN:	OEJNYFYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical supervisor:	
Name:	Saleh Al-Ghamdi
Phone:	+966 2 6717717
Fax:	+966 2 6719041
Telex:	
Email:	dc97sha@hotmail.com
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	Hassan Al - Bishi
Phone:	+966 2 640 5000 ext: 5564
Fax:	+966 2 640 1477
Telex:	601093 CIVAIR SJ
Email:	albishi_h@yahoo.com
AFTN:	OEJDYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Postal Address:
Manager
ATS Comm. Ops and Procedures
Presidency of Civil Aviation
P.O. Box 929
JEDDAH 21421
SAUDI ARABIA

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	OEJNA
AFTN OPM/NM:	OEJNM
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN	Yes	
CIDIN/OPMET	No	
AIS	No	
MOTNE	No	
OPMET	No	
SITA	No	

OEJD - Jeddah - Saudi Arabia

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OBBIA	OO		
B	LCNCA	OBBIA		
C	LCNCA	OBBIA		
D	HECAA	LCNCA		
E	LCNCA	OBBIA		
F	HA	HECAA		
G	HECAA	LCNCA		
H*	HA	HECAA		
HECAA	HECAA	LCNCA		
HL	HECAA	LCNCA		
HS	HS	HECAA		
K	LCNCA	OBBIA		
L*	HECAA	LCNCA		
LCNCA	LCNCA	OBBIA		
LK	LCNCA	OBBIA		
LL				
LT	OBBIA	OO		
M	HECAA	LCNCA		
N	OBBIA	OO		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OBBIA	OO		
OBBIA	OBBIA	OO		
OE	N	N		
OI	OBBIA	OO		
OJ	OJ	HECAA		
OK	OBBIA	OO		
OL	OL	HECAA		
OM	OBBIA	OO		
OO	OO	OBBIA		
OP	OO	OBBIA		
OR	OL	HECAA		
OS	OL	HECAA		
OT	OBBIA	OO		
OY	OYS	OO		
P	OBBIA	OO		
R	OBBIA	00		
S	HECAA	LCNCA		
T	HECAA	LCNCA		
U	LCNCA	OBBIA		
V*	OBBIA	OO		
VA	OO	OBBIA		
VE	OO	OBBIA		
VI	OO	OBBIA		
VN	OO	OBBIA		
VO	OO	OBBIA		
W	OBBIA	OO		
Y	OBBIA	OO		
Z	OO	OBBIA		

OEJD - Jeddah - Saudi Arabia

Circuit Characteristics

Situation recorded in March 2005			Planned		
Link	Protocol	Capacity (bps)	Protocol	Capacity (bps)	"O" date
HAAB	AFTN	1 x 50			
OJAM	AFTN	1 x 19.2 K			
OBBI	CIDIN	1 x 9.6 K			
OLBA	AFTN	1 x 100	AFTN	1 x 300	2005
HECA	CIDIN	1 x 9.6 K			
HSSS	AFTN	1 x 50			
OOMS	AFTN	1 x 300			
LCNC	CIDIN	9.6 K			
OYSN	AFTN	1 x 100			

OEJD - Jeddah - Saudi Arabia

CIDIN Routing Table

CIDIN Exit Address	Actual Main VCG	Actual Altn. VCG	Planned Main VCG	Planned Altn. VCG
HECA_	HECA			
LCNC_	LCNC	OBBI		
OBBI_	OBBI	LCNC		

CIDIN Exit Address	Actual Main VCG	Actual Altn. VCG	Planned Main VCG	Planned Altn. VCG

CIDIN Virtual Circuit Group

Actual VCG	Actual Prim.VC	Actual Secondary VC's		
HECA	HECA1			
LCNC	LCNC1			
OBBI	OBBI1			

Planned VCG	Planned Prim.VC	Planned Secondary VC's		

OSDI - Damascus - Syria

Information

Operator:	
Phone:	011-544 5985/4165
- -	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical operator:	
Phone:	011-544 5985/4106
- -	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	Abdu Al Kani Shahada
Phone:	011-544 5985/4164
Fax:	
Telex:	
Email:	Planned
AFTN:	OSDIYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical supervisor:	
Name:	Samir Abou Chameh
Phone:	011-544 5985/4106
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	Eng. Donnia Aloul
Phone:	011-544 5985/4160
Fax:	
Telex:	
Email:	
AFTN:	OSDIYTYX
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Postal Address:

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	
AFTN OPM/NM:	
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN		
CIDIN/OPMET		
AIS		
MOTNE		
OPMET		
SITA		

OSDI - Damascus - Syria

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OI	HE		
B	LG	HE		
C	LG	HE		
D	HE	LG		
E	LG	HE		
F	HE	LG		
G	HE	LG		
H	HE	LG		
K	LG	HE		
L*	LG	HE		
LL				
M	LG	HE		
N	HE	LG		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OI	HE	OI	OH
OB	OI	OK		
OE	OJ	OK	OJ	HE
OI	OI	OK	OI	OK
OJ	OJ	HE		
OK	OK	OI		
OL	OL	HE		
OM	OI	OK		
OO	OI	OK		
OP	OI	OK		
OR	OR	OJ	OR	OJ
OS	N	N	N	N
OT	OI	OK	OI	OK
OY	OJ	HE		
P	LG	HE		
R	HE	LG	OK	OL
S	LG	HE		
T	LG	HE		
U	LG	HE		
V	OI	OK		
W	HE	OI	OK	OI
Y	OI	OK		
Z	HE	LG	OK	OI

OSDI - Damascus - Syria

Circuit Characteristics

Situation recorded in November 2003			Planned		
Link	**Protocol**	**Capacity (bps)**	**Protocol**	**Capacity (bps)**	**"O" date**
HECA	AFTN	1 x 50	AFTN	300	2004
LGGG	AFTN	2 x 50	AFTN	300	2004
OIII	AFTN	1 x 50	AFTN	300	2005
OJAM	AFTN	1 x 50	AFTN	300	2004
OKBK	AFTN	1 x 50	AFTN	300	2005
OLBA	AFTN	2 x 50	AFTN	1.2K	2004
ORBI	AFTN	1 x 50	AFTN	300	2004
SITA	AFTN	1 X 50	AFTN	300	

*) The COM Centre will be able to upgrade links t0 100 - 300 bouds in 2001.

OMAE - Abu Dhabi - U.A.E.

Information

Operator:	
Phone:	00971 2 4054217
- -	
Fax:	00971 2 4054373
Telex:	
Email:	aftncomms@gcaa-uae.gov.ae
AFTN:	OMAEYFYX
CIDIN/AFTN:	OMAEM
CIDIN/OPMET:	
SITA:	

Technical operator:	
Phone:	00971 2 4054337
- -	
Fax:	00971 2 4054334
Telex:	
Email:	engl@gcaa-uae.gov.ae
AFTN:	OMAECENG
CIDIN/AFTN:	OMAEM
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	V. Koshy
Phone:	00971 2 4054385
Fax:	00971 2 4054373
Telex:	
Email:	aftnuae@emirates.net.ae
AFTN:	OMAEYFYX
CIDIN/AFTN:	OMAEM
CIDIN/OPMET:	
SITA:	

Technical supervisor:	
Name:	M. Le Roux
Phone:	00971 2 4054203
Fax:	00971 2 4054334
Telex:	
Email:	martin.le-roux@gcaa-uae.gov.ae
AFTN:	OMAECENG
CIDIN/AFTN:	OMAEM
CIDIN/OPMET:	
SITA:	

Management:	
Name:	P. Comber
Phone:	00971 2 4054246
Fax:	00971 2 4054334
Telex:	
Email:	Peter.comber@gcaa-uae.gov.ae
AFTN:	OMAEYTSC
CIDIN/AFTN:	OMAEM
CIDIN/OPMET:	
SITA:	

Postal Address:
GCAA
P.O. Box 6558
Abu Dhabi
United Arab Emirates

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	OMAEA
AFTN OPM/NM:	OMAEYPYX
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN	Yes	
CIDIN/OPMET		
AIS		
MOTNE		
OPMET		
SITA		

OMAE - Abu Dhabi - U.A.E.

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OBBIA	OO		
B	OBBIA	OO		
C	OBBIA	OO		
D	OBBIA	OO		
E	OBBIA	OO		
F	OBBIA	OO		
G	OBBIA	OO		
H	OBBIA	OO		
K	OBBIA	OO		
L*	OBBIA	OO		
LL				
LT	OBBIA	OO		
M	OBBIA	OO		
N	OBBIA	OO		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OBBIA	OO		
OB	OBBIA	OO		
OE	OBBIA	OO		
OI	OI	OBBIA		
OJ	OBBIA	OO		
OK	OBBIA	OI		
OL	OBBIA	OO		
OM	N	N		
OO	OO	OBBIA		
OP	OO	OBBIA		
OR	OBBIA	OI		
OS	OBBIA	OI		
OT	OBBIA	OI		
OY	OO	OBBIA		
P	OBBIA	OO		
R	OBBIA	OO		
S	OBBIA	OO		
T	OBBIA	OO		
U	OBBIA	OO		
V*	OBBIA	OO		
VA	OO	OBBIA		
VE	OO	OBBIA		
VI	OO	OBBIA		
VN	OO	OBBIA		
VO	OO	OBBIA		
W	OBBIA	OO		
Y	OBBIA	OO		
Z	OO	OBBIA		

OMAE - Abu Dhabi - U.A.E.

Circuit Characteristics

Situation recorded in September 2004		
Link	**Protocol**	**Capacity (bps)**
OBBI	CIDIN	1 x 9.6K
OIII	AFTN	1 x 100
OOMS	AFTN	1 x 50

Planned		
Protocol	**Capacity (bps)**	**"O" date**
AFTN	9.6K	04/05

OYSN - Sanaa - Yemen

Information

Operator:	
Phone:	00967-1-345289-326
- -	
Fax:	00967-1-345527
Telex:	
Email:	ans1san@y.net.ye
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical operator:	
Phone:	
- -	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Supervisor:	
Name:	Mr.Ali Dhafer
Phone:	00967-1-345289-326
Fax:	00957-1-344047
Telex:	
Email:	aabutalib@yahoo.com
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Technical supervisor:	
Name:	Mr. S. Nizamuddin
Phone:	00967-1-344674/345401
Fax:	00967-1-345527
Telex:	
Email:	say2nizam@yahoo.com
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Management:	
Name:	
Phone:	
Fax:	
Telex:	
Email:	
AFTN:	
CIDIN/AFTN:	
CIDIN/OPMET:	
SITA:	

Postal Address:
AIR TRAFFIC SERVICES
P.O.BOX 3437
SANA'A
REPUBLIC OF YEMEN

CIDIN Entry/Exit Addresses:	
AFTN Ae/Ax:	
AFTN OPM/NM:	
OPMET Ae/Ax:	
OPMET OPM/NM:	

Other:	

Functions:		
Conv. AFTN	Yes	
CIDIN/AFTN		
CIDIN/OPMET		
AIS		
MOTNE		
OPMET		
SITA		

OYSN - Sanaa - Yemen

AFTN Routing Table

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
A	OO	OE		
B	OO	OE		
C	OO	OE		
D	OO	OE		
E	OO	OE		
F	OE	OO		
G	OE	OO		
H	OE	OO		
K	OO	OE		
L*	OO	OE		
LL				
M	OO	OE		
N	OO	OE		

Destination	Actual Main	Actual Altn.	Planned Main	Planned Altn.
OA	OO	OE	same	same
OB	OO	OE		
OE	OE	OO		
OI	OO	OE		
OJ	OO	OE		
OK	OO	OE		
OL	OE	OO		
OM	OO	OE		
OO	OO	OE		
OP	OO	OE		
OR	OO	OE		
OS	OO	OE		
OT	OO	OE		
OY	N	N		
P	OO	OE		
R	OO	OE		
S	OO	OE		
T	OO	OE		
U	OO	OE		
V	OO	OE		
W	OO	OE		
Y	OO	OE		
Z	OO	OE		

OYSN - Sanaa - Yemen

Circuit Characteristics

Situation recorded in July 2003			Planned		
Link	Protocol	Capacity (bps)	Protocol	Capacity (bps)	"O" date
OEJD	AFTN	1 x 100	AFTN	300/2400	01-01-2005
OOMS	AFTN	1 x 100	AFTN	300/2400	01-01-2005

MIDANPIRG AFS/ATN TF/10
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: LATEST DEVELOPMENTS IN ATN FIELD

4.1 The meeting noted with satisfaction that the first ATN Seminar in the Region was held in Amman from 20 to 22 November 2004 in accordance with MIDANPIRG/7 Decision 7/27. The summary of discussions is attached as **Appendix 4A** to the report on Agenda Item 4. In this regard the meeting expressed its gratitude and appreciation to Jordan Civil Aviation for all the support Jordan Authorities had provided in successfully organizing this important event in Amman.

4.2 As a result of the discussions, the meeting agreed on the following recommendations:

a) MID States are encouraged to expedite the implementation of digital links with high rate in order to facilitate the implementation of the ground-ground element of the ATN.

b) The ATN Study group is requested to expedite the finalization of the MID ATN Planning Document so as to help States in implementing the first ATN nodes in the Region.

c) Experts from other Regions, International Organizations and Service providers be invited to attend the meetings of the AFS/ATN Task Force and provide input to the MID ATN Planning Document.

d) States be requested to design a Core Team (nucleus of the CNS environment) composed of experts who will run ATN in the Region.

e) ICAO be requested to continue its assistance to the Region in the field of technical, economical and financial aspects during the different phases of ATN implementation.

f) Due to the slowness in the ATN implementation, States could consider the use of AMHS over TCP/IP, since work is under way to make it fully SARPs compliant ATN in 2005.

g) ICAO be requested to organize a seminar/workshop specifically on AMHS to assist States in the Region, in 2006. In this regard, ICAO Office is requested to take the appropriate measures with MID States and speakers for the organization of this event.

4.3 Based on the summary of discussions and the feedback received from the participants, the meeting considered the first ATN Seminar as a successful event. However, the meeting noted with surprise the poor attendance from MID States in spite of the effort put by the ICAO Office during three years in finding a hosting State and adequate speakers. In this regard, emphasis is put again on the commitment of States to give a special attention for training issues, especially on seminars. Therefore, the meeting agreed on the following Draft Conclusion:

DRAFT CONCLUSION 10/2: ORGANIZATION OF THE ATN SEMINAR IN THE MID REGION

That,

a) ICAO MID Regional Office makes the required arrangements to organize an ATN Seminar/Workshop in year 2006 to assist States for the initial implementation of AMHS in the Region.

b) MID States cooperate in assisting ICAO Office for hosting of this important event.

c) MID States take this opportunity by sending sufficient participants to this seminar/workshop in order to constitute the nucleus of the core team charged with the ATN implementations in the Region.

4.4 Regarding the Aeronautical Use of Public Internet, the meeting noted that there is not yet any statement of ICAO position as to where and when the Internet should or should not be used for aeronautical applications. ICAO may develop such position at a later stage if deemed necessary. However, the preliminary outcome of the AUPISG is to be used as a document to assist States in dealing with the increasing use of the Internet for certain aeronautical purposes like: meteorology, aeronautical information service and matters relating to flight plans.

4.5 The meeting reviewed the MID Management Domain identifiers as it appears in the initial publication of ICAO Central Registry for AMHS, in order to facilitate the orderly, systematic and worldwide implementation of the AMHS. Moreover, the meeting noted that MID Region had not defined its addressing schemes due to lack of near-term AMHS implementation. Consequently, the Mid States used the "XF Addressing Scheme" as a default addressing scheme thus allowing the interoperability between the existing AFTN COM centers and new AMHS systems.

4.6 Though the "XF Addressing Scheme" is simple, it does not provide the extensibility of address space beyond current addresses. It is recommended that States who have already started implementing the "XF Addressing Scheme" can do so but should consider migrating to the "CAAS" as soon as practical.

4.7 Based on the above information, **Appendix 4C** to the report on Agenda Item 4 could serve as a starting step for the Region and thus be incorporated in the MID ATN Planning Document. However, to maintain compatibility within the Region it is proposed that the "CAAS" Addressing Scheme be adopted in order to ensure compatibility with the proposed global AMHS Naming Scheme.

4.8 The meeting noted the progress made by the ATN Core Team in developing the Chapter Three of the MID ATN Planning Document called "Naming and Addressing Plans". This chapter that is in **Appendix 4B** to the report on Agenda Item 4, provides guidance to States in the assignment and registration of addresses and names to be used for the Aeronautical Telecommunication Network (ATN), which also aligns itself with the global AMHS Naming Scheme.

MIDANPIRG AFS/ATN TF/10
Appendix 4A to the Report on Agenda Item 4

INTERNATIONAL CIVIL AVIATION ORGANIZATION

MIDDLE EAST OFFICE

FIRST ATN SEMINAR IN THE MID REGION

(Amman, 22-24 November 2004)

SUMMARY OF DISCUSSIONS

1. INTRODUCTION

1.1 The participants of the Seminar would like to express their sincere gratitude and appreciation to the Hashemite Kingdom of Jordan who hosted the ATN Seminar, the first of its kind in the Region at the premises of Marriott Hotel in Amman from 22 to 24 November 2004.

1.2 The Seminar was conducted in the framework of ATN implementation in the Region, pursuant to MIDANPIRG/7 Conclusion 7/27.The objective of the ATN Seminar was to provide a clear understanding of the initial introduction of ATN applications, such as AMHS and AIDC. Emphasis was put on the identification of needs/benefits and places where such benefits can be accrued using ATN applications.

1.3 The Seminar was attended by a total of 42 participants from 9 States and 5 Organizations. The list of participants and speakers is available in **Attachment A** to this summary. Mr Hanna Najar Director General of Jordan Civil Aviation Authority opened the Seminar.

1.4 Mr. Ali Ahmed, Chairman of AFS/ATN TF and CNS/MET SG, was the moderator of the Seminar. Mr. Mamadou Traore Regional Officer, CNS Middle East Office served as Secretary.

2. PRESENTATIONS AND DISCUSSIONS

2.1 On the first day of the Seminar, participants were provided with presentations covering the following issues: Overview of the ATN, Air-Ground ATN Application addressing DLIC, CPDLC, ADS, FIS, Internet Communication Service and Upper Layers Communications Service.

2.2 Regarding the first presentation, participants were provided with an overview of ATN covering the basic concept, function, components and applications. Emphasis was made on the importance of the interregional coordination for ensuring harmonized implementation of ATN components so as to achieve a seamless and integrated system.

2.3 The second presentation stressed on the Internet Communication Service (ICS), the construction of an ATN Internet and the protocols/functions used. Reference was also made to the addressing aspects of the internetwork where the property of the routing architecture is exploited by the ATN to support mobile routing. During the same presentation, the speaker provided the seminar with an:

- overview of Upper Layer Communications Service (ULCS) functionality and the relationship with other SARPs.
- indication of future direction of the ATN Upper Layers, including a description of the provisions for forward compatibility in the initial edition of ATN SARPs.

2.4 On the second day, the speakers made presentations on the following issues: air-ground and ground-ground applications, regional planning considerations, AMHS and ATN solutions and related

operational/Implementation issues.

2.5 Regarding air-ground applications, the speaker put emphasis on the communications environment, especially on the mobile subnetworks that are expected to be used in support of the ATN: AMSS, VDL. HFDL and SSR Mode S Data Link. The route initiation procedures were also described in detail using different scenarios between the airborne and ground routers.

2.6 The presentation on ground-ground applications started with the AFTN/AMHS operating concepts. The gateway was introduced to solve the interface problem that might arise between different centers. The speaker stressed also on the operational environment and system architecture, the AMHS model, the AMHS organization and the AMHS naming/addressing.

2.7 The presentation on regional planning considerations suggested the implementation of the two ATN applications (AMHS and AIDC) as first step in the MID Region. To do so, the transition procedures adopted by MIDANPIRG/7 meeting are used as regional guidance: improvement of current circuits and smooth introduction of routers according to operational needs.

2.8 The second day continued with presentation on operational/Implementation aspects of the AMHS. In this regard, AVITECH presented their SARPs-compliant AMHS solutions, which were implemented in Germany and the Republic of Korea in 1997 and 2002, respectively. The presentation concluded with information about the European working group called FIRIT, which is intended to assist States for implementation and reliable test documentation of AMHS.

2.9 The last day of the Seminar started with a presentation made by THALES IC on AMHS operational/implementation issues. Through ECG project, Euro control and ECAC already tested and accepted solutions. While trials are undergoing in three European countries, three others are ready to operate AMHS out of Europe, two other countries are looking for trials and implementation of AMHS.

2.10 Three other presentations followed on current activities: AMHS standardization progress, use of TCP/IP, ongoing implementation activities on AMHS, continental air-ground data link deployment, oceanic data link deployment, performance of interoperability tests regarding bilateral basic, bilateral extended and trilateral network tests.

2.11 The last session of the Seminar was devoted to questions and answers. At first, the speakers answered the questions of those MID experts who could not attend the Seminar. Then, the participants actively reacted during this session and requested that ICAO MID Regional Office organize another seminar/workshop focused specifically on AMHS.

2.12 The forthcoming AFS/ATN Task Force will review the outcome of this meeting.

2.13 The Director General of Jordan Civil Aviation Authority closed the Seminar on 22 November 2004 at 12h00.

MIDANPIRG AFS/ATN TF/10
Appendix 4B to the Report on Agenda Item 4

CHAPTER THREE

AMHS Naming Plan

(Draft Version)

EXECUTIVE SUMMARY

This document provides planning and technical guidance on the naming convention for the transition of ground Aeronautical Fixed Telecommunication Network (AFTN) services to the ATS Message Handling System (AMHS) within the MID Region.

Based upon the ATN SARPs as published in ICAO Annex 10 and ICAO Doc. 9705, naming and addressing plans are required to be developed by ICAO regions concerned. These Regional Plans will provide guidance to States in the assignment and registration of addresses and names to be used for the Aeronautical Telecommunication Network (ATN).

The MID ATN AMHS Naming Plan aligns itself with the global AMHS naming scheme.

To maintain compatibility within the region, the Common AMHS Addressing Scheme (CAAS) Address format should be adopted where States are about to start their AMHS implementation programmes. This will ensure compatibility with the proposed global AMHS naming scheme.

A formal registration authority is established within ICAO, which will maintain a register for registering all Private Management Domains (PRMDs).

1. INTRODUCTION

This document presents the naming assignment conventions for allocating Originator/Recipient (O/R) names to be used for the ATS Message Handling System (AMHS) in the Region.

The information contained in this document is drawn from a number of developments from the third meeting of the ATN Panel and planning activities in other Regions.

1.1 Objectives

The objective of the document is to provide guidance in the naming convention to be used for the AMHS in the MID Region.

1.2 Scope

The scope of the document includes:

- Describing the attributes of the AMHS address format, and
- Recommending the values for the relevant attributes that are to be used in the AMHS address.

The MID Regional ATN AMHS naming convention presented here will comply with the relevant formats as specified in ICAO Doc. 9705.

The MID Regional ATN AMHS Naming Plan defines the method for assigning values to each of the relevant attributes of the AMHS address. States may choose to assign their AMHS addresses based upon the recommendations made here.

1.3 References

Reference 1 Manual of Technical Provisions for the ATN (Doc 9705-AN/956) Third Edition

Reference 2 ICAO Location Indicators – Document 7910

1.4 Definitions

MF-Address (MHS-form address) is the Originator/Recipient name of an AMHS user.

CAAS-Address (Common AMHS Address Scheme) is a MF-Address of which the organization-name attribute identifying the user within an AMHS Management Domain is selected by the Management Domain itself and shall be supplied to ICAO for publication.

XF-Address (Translated-form address) is a particular MF-Address of which all attributes identifying the user within an AMHS Management Domain may be converted by an algorithmic method to and from an AFTN form address.

1.5 Abbreviations

The following abbreviations are used in this document:

ADMD	Administration Management Domain
AFTN	Aeronautical Fixed Telecommunication Network
AMHS	ATS Message Handling System
ATSMHS	ATS Message Handling Service
MIDANPIRG	Middle East Air Navigation Planning and Implementation Regional Group
ATN	Aeronautical Telecommunication Network
ATS	Air Traffic Service
ATSO	Air Traffic Service Organizations
ICAO	International Civil Aviation Organization
ITU-T	International Telecommunication Union Telecommunication Standardization Sector
MHS	Message Handling Service
MTA	Message Transfer Agent
O/R	Originator/Recipient
PRMD	Private Management Domain
SARP	Standards and Recommended Practices

2. AMHS NAMING CONVENTION

The MID AMHS naming convention is based on a number of factors that have arisen from the third meeting of the ATN Panel held in Montreal during the 7^{the} to 18^{the} of February 2000 and the results from other AMHS planning activities developed by other regions.

To ensure continuity and compatibility with other AMHS naming conventions, the AMHS naming convention for the MID Region was developed based upon the outcome of the European SPACE[1] Project.

2.1 MHS Addressing Scheme

There are four types of address form in CCITT X.400 Message Handling System. The addressing scheme of AMHS adopts the mnemonic form address and the attributes contain in this from are described in the table below:

[1] SPACE (Study and Planning of AMHS Communications in Europe) is a project supported by the European Commission and is the combined efforts of the participating countries and organizations from EUROCONTROL, France, Germany, Spain and the United Kingdom.

Table 2-1 Mnemonic form address attributes of MHS

Attribute	Notation	Maximum Length	Comment
Country-name	C	3	
ADMD	A	16	
PRMD	P	16	
Organization-name	O	64	
Organizational Unit name	OUn	4 x 32	n = 1 – 4
Common name	CN		
Personal name	S	40	Surname
	G I	16	Given name
	GQ	5	Initials
		3	Generation Qualifier
Domain-defined-attributes	DDA	Varies	(DDA type) = (DDA Value), up to 4 attributes

2.2 MF-Addressing Scheme in AMHS

Each AMHS user within an AMHS Management Domain is assigned an Originator/Recipient (O/R) name, which is referred to as a MF-address (MHS-form address).

Two types of MF-address in AMHS are defined in Doc9705 (reference 1), namely Common AMHS Addressing Scheme (CAAS) and XF (Translated-form) Addressing Scheme. They difference in the number of attributes being selected from mnemonic form of MHS addressing scheme,

The MF-address of an AMHS user (no matter CAAS or XF) shall comprise:

a) a set of attributes identifying the AMHS Management Domain of which the AMHS user, either direct or indirect, is a service-user; and
b) a set of attributes identifying unique AMHS user within the AMHS Management Domain,

2.3 Naming Convention For CAAS Format

It is recommended that ICAO register with the ITU-T the ADMD name "ICAO" as an international ADMD under the "XX" country code. It was also recommended that ICAO establishes and maintains a register of PRMDs allocated by air traffic service providers according to the "XX" + "ICAO" address structure. The management of this register would be established and maintained in the same way as the Location Indicators (Doc 7910) and Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services (Doc 8585).

The Air Navigation Commission on the 1st of June 2000 approved these recommendations. On the basis of these recommendations, the MID Region accepted the format for the allocation of the first two attributes used in the O/R name. It was proposed that a common naming convention be used worldwide to

help stream line the addressing scheme and to ensure compatibility and consistency with other neighboring regions. This scheme would be based on the work that has been ongoing in Europe. It was also stressed that if States have not already started their implementation programmes for AMHS that when planning to do so they should adopt the CAAS-Address format and not the XF-Address format.

The MID Region will adopt the proposed worldwide CAAS-Address format, which uses the following attributes to define the O/R name during the transition phase from AFTN to AMHS:

1. Country-name;
2. ADMD;
3. PRMD;
4. Organization-name;
5. Organizational-unit-name 1; and
6. Common Name.

2.3.1 Country Name

The country name is a mandatory requirement and shall consist of the two alphanumeric ISO 3166 Country Code "XX" encoded as a Printable String. The country code "XX" has been adopted, as this is a special code registered by the ITU-T for the purpose of allocation to international organizations, which do not reside within any particular country.

2.3.2 ADMD

The administrative domain is a mandatory requirement and shall consist of the Printable String "ICAO". ICAO has registered "ICAO" as the ADMD with the ITU-T. By providing the "ICAO" ADMD will allow the addressing schemes to be independent of any constraints that may be imposed by management domains in the global MHS or national regulations that may vary from region to region.

2.3.3 PRMD

The private management domain is an optional requirement as documented in the relevant ITU-T Standards. However, this attribute is mandatory for implementation of AMHS by States in the MID Region as part of the worldwide CAAS-Address format scheme.

The contents of this field can include the ICAO Location Indicator specified in ICAO Document 7910 or the name of the Air Traffic Service Organization (ATSO) that has been registered with ICAO. Where an ATSO has not yet assigned their PRMD then a default value will be allocated, which will use either two or four letters of the ICAO Country Indicator specified in ICAO Document 7910. This has been chosen for its simplistic and non-ambiguous format, which is already managed by ICAO. Hence providing an easier management role for ICAO who will be responsible for maintaining the register of all PRMDs allocated under the ADMD of "ICAO".

2.3.4 Organization Name

The organization name is used to define the local or national geographical routing information. This information is to be assigned by the ATSO (for example can be based on the ICAO location indicator as specified in ICAO Document 7910 or some other value determined by an ATSO and published by ICAO). Figure 2 - 1 provides a pictorial view of how the organization name can be used in relation with the lower attribute structure.

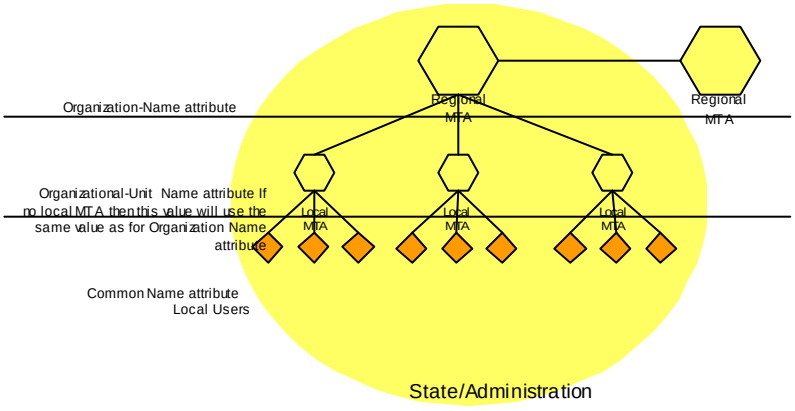

Figure 2 -1 Lower Attribute Structure

2.3.5 Organizational Unit Name OU1

Each State or organization is allocated a unique ATS message organizational name. As all States are familiar with the ICAO four character location indicators defined in ICAO document 7910. It is proposed that the organization unit name 1 use the location indicator to identify the Message Transfer Agent (MTA) site, encoded as a Printable String.

Note: The MTA site may be the MTA name of the server. However there are security issues that need to be addressed to ensure that this arrangement does not cause any unnecessary concerns with service providers that allow the MTA name to be broadcast in this fashion.

2.3.6 Common Name

It is proposed that during the AFTN transition to AMHS that the common name attribute be used to contain the 8-character alphabetical value of the AFTN address indicator of the user, encoded as a Printable String. This shall apply for AFTN users only. Possible example of an O/R address is shown in Table 2-2

Table 2- 2 Example of a CAAS-Address AMHS Naming Convention

Attribute	Assigned by	Value	Comment
Country-name (**C**)	ITU-T	XX	International Organization
ADMD (**A**)	ICAO	**ICAO**	ICAO responsibility to register
PRMD (**P**)	ATSO	**OL**	ATSO registered private domain with ICAO
Organization name (**O**)	ATSO	**OLBA**	Local/national geographical information based on Doc 7910
Organization-Unit name (**OU1**)	ATSO	**OLBA**	Based on Doc 7910
Common Name (**CN**)	ATSO	**OLBAYFYX**	AFTN indicator address

Note: It is proposed that for a direct AMHS user that an ATSO should be able to assign a suitable name to that user without being restricted to an AFTN address indicator.

2.4 Naming Convention For XF-Address Format

The attributes to be used for the XF-Address format are as described in ICAO Document 9705 and presented below as follows:

1. Country-name;
2. ADMD;
3. PRMD;
4. Organization-name; and
5. Organizational-unit-name 1.

2.4.1 Country Name

As proposed in Section 2.3.1

2.4.2 ADMD

As proposed in Section 2.3.2

2.4.3 PRMD

As proposed in Section 2.3.3

2.4.4 Organization Name

ICAO Document 9705 has already defined this field. The value of this field contains the encoded printable string “AFTN”.

2.4.5 **Organizational Unit Name OU1**

The organizational unit name 1 attribute is used to contain the 8-character alphabetical value of the AFTN address indicator of the user, encoded as a Printable String.

Possible example of an O/R address is shown in Table 2-3

Table 2-3 Example of XF-Address AMHS Naming Convention

Attribute	Assigned by	Value	Comment
Country-name (**C**)	ITU-T	XX	International Organization
ADMD (**A**)	ICAO	**ICAO**	ICAO responsibility to register
PRMD (**P**)	ATSO	**OL**	ATSO registered private domain with ICAO
Organization name (**O**)	ATSO	**OLBA**	Local/national geographical information based on Doc 7910
Organization-Unit name (**OU1**)	ATSO	**OLBA**	Based on Doc 7910

2.5 General Use of X.400 O/R Addresses

Note: The address format of X.400 O/R address attributes for sending general non-operational AMHS traffic is a local matter for States/Administrations to implement if they wish to do so and no further advice is provided in this plan.

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Tables of PRMD and Addressing Schemes in the MID Region

State Geographic Locations	AMHS Address Specifications						
Name	**Nationality Letters or Designator**	**Country Name Attribute**	**ADMD Name Attribute**	**PRMD Name Attribute**	**Addressing Scheme**	**ATN Directory naming context**	**Comments**
Afghanistan	OA	XX	ICAO	OA	XF		
Bahrain	OB	XX	ICAO	OB	XF		
Egypt	HE	XX	ICAO	HE	XF		
Iraq	OR	XX	ICAO	OR	XF		
Iran (Islamic Rep of)	OI	XX	ICAO	OI	XF		
Israel	LL	XX	ICAO	LL	XF		
Jordan	OJ	XX	ICAO	OJ	XF		
Kuwait	OK	XX	ICAO	OK	XF		
Lebanon	**OL**	**XX**	**ICAO**	**OL**	**XF**		
Oman	OO	XX	ICAO	OO	XF		
Pakistan	OP	XX	ICAO	OP	XF		
Qatar	OT	XX	ICAO	OT	XF		
Saudi Arabia	OE	XX	ICAO	OE	XF		
Syrian Arab Republic	OS	XX	ICAO	OS	XF		
United Arab Emirates	OM	XX	ICAO	OM	XF		
Yemen	OY	XX	ICAO	OY	XF		

REPORT ON AGENDA ITEM 5: MID VSAT PROJECT

5.1 Regarding the MID VSAT project, the ICAO Office sent the outcome of the complementary site visits to the Consultant ATNS in order to refine the Feasibility study. A soft copy of the updated Feasibility Study that concerned the work packages (**WP 2000**, **WP 4000 Part 1**, **WP 4000 Part 2** and **WP 6000**) was distributed to the meeting.

5.2 The meeting drew the attention of States on the importance of carrying-out the Cost Benefit Analysis (CBA) to demonstrate the rationale leading to the use of VSAT technology versus current leased lines.

5.3 The meeting noted with satisfaction that coordination took place in Nairobi in order to harmonize both MID VSAT and NAFISAT projects. Among the MID States attending the Nairobi meeting, Egypt and Yemen already signed the Memorandum of Understanding of the NAFISAT project. With the expected signature of Saudi Arabia, the three stations will constitute the core centers of the MID VSAT operating with NAFISAT. The meeting was also informed that the establishment of the NAFISAT Supervisory Committee would be initiated as soon as the project implementation starts. During the discussions, it was clarified that the MID VSAT and NAFISAT networks will be seamlessly interoperable using the same protocol (FM-TDMA) and the same satellite (Intelsat).

5.4 The meeting was informed by IATA that airlines are funding the NAFISAT project in order to get rapid improvements in air traffic management and to accrue tangible financial benefits by way of new and more direct routes between MID and AFI Regions.

REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS

6.1 The meeting was informed that the CNS Officer would retire in September 2005. The meeting expressed its sincere gratitude and appreciation to Mr. Traore for his efforts put during the past six years, which reflected positively on CNS progress in the Region in every aspect.

6.2 The meeting further expressed its concern with regard to the handover of the responsibilities to the new CNS Officer considering the tasks which are on the work programme of the Task Force and the progress in ATN planning and implementations. Therefore, the meeting recommended that sufficient overlap period be allowed to the new CNS to ensure a proper handover.

- END -