



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**REPORT OF THE THIRD MEETING OF THE  
AIS/MAP TASK FORCE**

**Cairo, 3 - 5 April 2006**

The views expressed in this Report should be taken as those of the MIDANPIRG AIS/MAP Task Force 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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History of the Meeting

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

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

1.1 The Third Meeting of the MIDANPIRG AIS/MAP Task force (AIS/MAP TF/3) was held at the meeting room of the ICAO Middle East Regional Office, Cairo, 3 - 5 April 2006.

### **2. OPENING**

2.1 The meeting was officially opened by Mr. M. Khonji, ICAO Regional Director, Middle East Regional Office, Cairo who welcomed the delegates to Cairo and wished them a successful and fruitful meeting. He highlighted the importance of aeronautical information and chart services in the context of the CNS/ATM systems and how AIS/MAP should be further developed to support the new global ATM operational concept. In this regard, he pointed out the importance to foster and expedite the implementation of quality system and AIS automation within MID States' Aeronautical Information Services. Mr. Khonji pointed out that the implementation of electronic Terrain and Obstacle Data (eTOD) will represent one of the most important challenges of the AIS Community for the coming years. He briefed the meeting about the outcome of ALLPIRG/5 meeting held in Montreal, 23-24 March 2006, which noted the progress made in the development of the ICAO Global Air Navigation Plan (GANP) database and invited PIRGs to utilize through the ICAO GIS portal the ICAO GANP database and associated planning services. He underlined that the AIS/MAP Task Force has an important role to play within the framework of the MIDANPIRG planning mechanism and noted that its work programme is ambitious and could not be achieved in one meeting.

2.2 Mr. Khonji thanked Mr. Stéphane Dubet from AIS France for accepting to provide a presentation on eTOD. He extended also his thanks to IATA, IFALPA and Jeppesen for their presence and wished the meeting every success in its deliberations.

### **3. ATTENDANCE**

3.1 The meeting was attended by a total of 32 participants from 8 States (Bahrain, Egypt, France, Jordan, Kuwait, Saudi Arabia, Syria and Yemen) and 3 Organizations (IATA, IFALPA and Jeppesen). The list of participants is at **Attachment 1**.

### **4. OFFICERS AND SECRETARIAT**

4.1 The meeting was chaired by Mr. Hamad M. Alaofi, Manager of ATS Planning, General Authority of Civil Aviation, Saudi Arabia. Mr. Mohamed Smaoui, Regional Officer Aeronautical Information and Charts/Meteorology (RO/AIS/MET) from the ICAO Middle East Regional Office, was the Secretary of the meeting.

### **5. LANGUAGE**

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

### **6. AGENDA**

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of provisional agenda.

Agenda Item 2: Follow-up on MIDANPIRG Decisions and Conclusions relevant to the AIS/MAP field.

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- Agenda Item 3: Status of implementation of AIS/MAP requirements in the MID Region.
- Agenda Item 4: Review of air navigation deficiencies in the AIS/MAP field.
- Agenda Item 5: AIS automation and quality system.
- Agenda Item 6: Latest developments in the AIS/MAP field.
- Electronic Terrain and Obstacle Data (eTOD);
  - MID Region AIS/MAP implementation Plan.
- Agenda Item 7: Future Work Programme.
- Agenda Item 8: Any other business.

## 7. CONCLUSIONS AND DECISIONS – DEFINITION

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

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

## 8. LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS

- DRAFT CONCLUSION 3/1: USE OF EMAIL TO ENHANCE COMMUNICATION BETWEEN THE AIS COMMUNITY IN THE MID REGION
- DRAFT CONCLUSION 3/2: ADVANCE POSTING OF THE AIRAC INFORMATION ON THE WEB
- DRAFT CONCLUSION 3/3: ELECTRONIC AIP (eAIP)
- DRAFT CONCLUSION 3/4: METHODOLOGY FOR THE IMPLEMENTATION OF QMS WITHIN MID STATES' AISS
- DRAFT DECISION 3/5: ESTABLISHMENT OF A QMS IMPLEMENTATION ACTION GROUP
- DRAFT CONCLUSION 3/6: ROADMAP FOR THE IMPLEMENTATION OF eTOD REQUIREMENTS
- DRAFT CONCLUSION 3/7: COLLABORATIVE APPROACH FOR THE IMPLEMENTATION OF eTOD REQUIREMENTS
- DRAFT DECISION 3/8: ESTABLISHMENT OF AN eTOD WORKING GROUP
- DRAFT CONCLUSION 3/9: AIS/MAP TIMELINES FOR THE MID REGION
- DRAFT DECISION 3/10: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE AIS/MAP TASK FORCE

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Report on Agenda Item 1

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**PART II: REPORT ON AGENDA ITEMS**

**REPORT ON AGENDA ITEM 1: ADOPTION OF PROVISIONAL AGENDA**

1.1 The meeting reviewed and adopted the Provisional Agenda as at Para 6 of the History of the Meeting.

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**REPORT ON AGENDA ITEM 2: FOLLOW UP ON MIDANPIRG DECISIONS AND CONCLUSIONS RELEVANT TO THE AIS/MAP FIELD**

2.1 Under this agenda item, the meeting recalled that MIDANPIRG/9 Meeting was presented with the list of outstanding Conclusions and Decisions emanating from MIDANPIRG 5, 6, 7 and 8 meetings and noted the follow-up actions taken pursuant to those Conclusions and Decisions.

2.2 The meeting noted the follow up actions taken by the Secretariat and States on current MIDANPIRG Conclusions and Decisions relevant to the AIS/MAP field attached at **Appendix 2A** to the report on Agenda Item 2.

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Appendix 2A to the Report on Agenda Item 2

**APPENDIX A**

**LIST OF MIDANPIRG CONCLUSIONS/DECISIONS RELEVANT TO THE AIS/MAP FIELD**

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 8/26: AIRAC SYSTEM</b></p> <p>That, in accordance with Annex 15 and the MID Basic ANP Chapter VIII provisions:</p> <ul style="list-style-type: none"> <li>a) A schedule of AIRAC effective dates, publication dates and cut-off dates for the receipt by AIS of the raw information to be promulgated through the AIRAC system should be issued by means of AIC once a year and distributed to all services and agencies responsible for the origination of the raw information.</li> <li>b) States take the necessary actions to improve coordination between AIS and other air navigation services providing aeronautical raw data, to ensure that: <ul style="list-style-type: none"> <li>i) the required information is supplied to the AIS as promptly and accurately as possible;</li> <li>ii) aeronautical information of operational significance reaches users at least 28 days in advance of the AIRAC effective date.</li> </ul> </li> </ul> <p><i>Note:</i> - information/data prepared in hard copy format shall be issued and distributed at least 56 days prior to effective date; and  - information/data provided in electronic format shall be issued and distributed at least 35 days prior to effective date.</p>	<p>Ongoing</p>	<p>Action by States</p>
<p><b>CONCLUSION 8/32: PROPER STATUS OF AIS</b></p> <p>That, in accordance with the MID Basic ANP Chapter VIII provisions, States are reminded of the requirement for ensuring that:</p>	<p>Ongoing</p>	<p>Action by States</p>

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p>a) AIS, which is a crucial component of the CNS/ATM system playing a critical supporting service role, is given proper status in their Administrations; and</p> <p>b) sufficient funds and trained personnel are made available to AIS.</p> <p><i>Note: investment in the improvement of AIS will contribute overall to increased aviation safety and performance.</i></p>		
<p><b>CONCLUSION 8/34:    QUALITY SYSTEM</b></p> <p>That, in accordance with Annex 15 provisions, MID States, not having done so, are urged to take the necessary measures to implement a quality system within their Aeronautical Information Services, in conformity with the ISO 9000 series of standards.</p> <p><i>Note: The ISO 9000 series of quality management system provide a basic framework for the development of a quality management programme, which has to be formulated by each State and in most cases, is unique to the State organization.</i></p>	Ongoing	Action by States
<p><b>CONCLUSION 8/36:    WGS-84 IMPLEMENTATION IN THE MID REGION</b></p> <p>That, States:</p> <p>a) not having done so, are urged to achieve the total implementation of the WGS-84 System;</p> <p>b) use the ICAO uniform format (FASID Table AIS-5) for reporting the status of implementation of WGS-84; and</p> <p>c) report the status of implementation of WGS-84 on a regular basis until the system is fully implemented.</p>	Ongoing	Action by States

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 9/25: ASSIGNMENT OF THE RESPONSIBILITY FOR THE PRODUCTION OF THE WAC SHEETS: 2548, 2563 AND 2670</b></p> <p>That,</p> <ul style="list-style-type: none"> <li>a) the responsibility for the production of the World Aeronautical Chart - ICAO 1:1000000:               <ul style="list-style-type: none"> <li>i) WAC sheet 2548 is assigned to Iran;</li> <li>ii) WAC sheets 2563 and 2670 are assigned to Oman; and</li> </ul> </li> <li>b) MID FASID Table AIS-7 be updated consequently.</li> </ul>	<p>Actioned</p> <p>Ongoing</p>	
<p><b>CONCLUSION 9/26: ENHANCED PRE-FLIGHT INFORMATION SERVICE</b></p> <p>That, with a view to avoid overloading pilots with aeronautical information, which are either not important or not relevant to their flight, States are encouraged to:</p> <ul style="list-style-type: none"> <li>a) refrain from retaining NOTAMs in force for indefinite periods;</li> <li>b) implement in their automated pre-flight information systems:               <ul style="list-style-type: none"> <li>i) a selection functionality based on the ICAO NOTAM Selection Criteria, in order to enable the selection of particular information in the Pre-flight Information Bulletins (PIBs), and</li> <li>ii) an update briefing functionality in order to enable the notification of updates following an initial briefing.</li> </ul> </li> </ul>	<p>Ongoing</p>	<p>Action by States</p>

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 9/27: APPROACH TO AIS AUTOMATION</b></p> <p>That, with a view to ensure progressive implementation of automated AIS systems in accordance with the AIS Manual (Doc 8126) and the MID Basic Air Navigation Plan provisions, States, which have not yet introduced automation within their Aeronautical Information Services, are urged to:</p> <ul style="list-style-type: none"> <li>a) plan to initially automate their NOTAM and pre-flight information services; or</li> <li>b) arrange for the provision of automated services on their behalf on the basis of bilateral or multilateral agreements with States or other non-governmental organizations.</li> </ul> <p><i>Note: In case a State has an AIS automation plan for, it should be ensured that the automated NOTAM and pre-flight information system to be implemented is modular, expandable and based on data exchange concept to support further developments and applications.</i></p>	<p>Ongoing</p>	<p>Action by States</p>
<p><b>CONCLUSION 9/28: HARMONIZATION OF AIS, MET AND FPL INFORMATION</b></p> <p>That, in any approach to AIS automation, States should take the necessary measures to enable users to access both AIS and MET information from a common interface based on the flight plan entry, to support combined AIS/MET/FPL pre-flight briefing.</p>	<p>Ongoing</p>	<p>Action by States</p>

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 9/29: IMPLEMENTATION OF QUALITY SYSTEM WITHIN MID STATES' AISs</b></p> <p>That, with a view to obtain information from MID States regarding the status of implementation of quality system within their Aeronautical Information Service and/or the difficulties they face to implement the required system:</p> <ul style="list-style-type: none"> <li>a) ICAO MID Regional Office carries out a survey on the implementation of quality system; and</li> <li>b) the results of this survey should serve as a basis for the development of a Quality Management Plan for the MID Region to guide and assist States in the implementation of a Quality Management System in conformity with the ISO 9000 series of standards.</li> </ul>	<p>Actioned</p> <p>Ongoing</p>	
<p><b>CONCLUSION 9/30: AIS/MAP TIMELINES FOR THE MID REGION</b></p> <p>That, as a support to the global ATM operational concept, the AIS/MAP timelines at Appendix 5J to the report on Agenda Item 5, be used in the MID Region as an internal planning tool for the implementation of specific AIS/MAP related subjects.</p>	<p>Actioned</p>	
<p><b>DECISION 9/31: AIS/MAP TRAINING ACTION PLAN FOR THE MID REGION</b></p> <p>That, with a view to assist and support the activities of the CNS/ATM Human Resources Planning and Training Task Force, the AIS/MAP Task Force should:</p> <ul style="list-style-type: none"> <li>a) identify the AIS/MAP training resources already available in the MID Region; and</li> <li>b) propose an AIS/MAP training action plan for the MID Region.</li> </ul>	<p>Ongoing</p>	
<p><b>DECISION 9/32: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE AIS/MAP TASK FORCE</b></p> <p>That, revised Terms of Reference and Work Programme of the AIS/MAP Task Force be adopted as shown at <b>Appendix 5K</b> to the report on Agenda Item 5.</p>	<p>Actioned</p>	

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 9/59: MID BASIC ANP AND FASID (Doc 9708)</b></p> <p>That, ICAO gives priority to the publication of the MID BASIC ANP and FASID in English and Arabic versions.</p>	Ongoing	
<p><b>CONCLUSION 9/60: AMENDMENT PROPOSAL TO THE MID BASIC ANP AND FASID</b></p> <p>That, the ICAO MID Regional Office, on behalf of MIDANPIRG, initiates an amendment proposal to the MID Basic ANP and FASID in order to update the AIS, AOP, ATM, CNS and MET regional requirements and reflect the changes made to the FASID Tables.</p>	Ongoing	
<p><b>Conclusion 9/61: Amendment to the Form Used for the Identification, Assessment and Reporting of Air Navigation Deficiencies</b></p> <p>That, with a view to analysing the rationale for non-elimination of air navigation deficiencies, ICAO considers the amendment of the uniform methodology for the identification, assessment and reporting of air navigation deficiencies to incorporate the revised form as in Appendix 6A to the report on Agenda Item 6.</p>	Ongoing	<p>During the review of MIDANPIRG/9 report by the Council, it was agreed that this proposal would be taken into account by the Secretariat at the next revision of the methodology.</p>
<p><b>CONCLUSION 9/63: DEVELOPMENT OF A MID REGION'S AIR NAVIGATION DEFICIENCIES DATABASE</b></p> <p>That, ICAO MID Regional Office:</p> <ul style="list-style-type: none"> <li>a) develops an air navigation deficiencies database for the MID Region;</li> <li>b) develops a secure process for managing this database on the Internet;</li> <li>c) gives the possibility of controlled on-line introduction of updated information by States for their respective deficiencies; and</li> <li>d) allows other authorized users on-line access to view the information contained in the database.</li> </ul>	Ongoing	

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
<p><b>CONCLUSION 9/64: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION</b></p> <p>That,</p> <ul style="list-style-type: none"> <li>a) States review their respective lists of identified deficiencies and formulate and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office for review;</li> <li>b) States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG and explore ways and means to eliminate deficiencies by reliable ways of funding;</li> <li>c) States are encouraged to set up an internal group of experts to examine the list of deficiencies and take appropriate actions with a view to recommend to their higher Civil Aviation Authorities solutions for elimination of deficiencies;</li> <li>d) States experiencing difficulties in financing the elimination of safety-related deficiencies may wish to take advantage of the funding opportunity offered by the International Financial Facility for Aviation Safety (IFFAS);</li> <li>e) States be encouraged to foster the creation of regional and sub-regional cooperation and, wherever feasible, partnership initiatives with other States, users, air navigation service providers, industry and financial institutions to improve the safety of international civil aviation;</li> <li>f) Users of air navigation facilities and services in the MID Region report to the ICAO MID Regional Office when the remedial action on a deficiency has been taken;</li> <li>g) ICAO continues to provide assistance to States for the purpose of rectifying deficiencies; and</li> <li>h) when required, States request ICAO assistance through Technical Co-operation Programme and/or Special Implementation Projects (SIP).</li> </ul>	<p>Ongoing</p>	

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**REPORT ON AGENDA ITEM 3: STATUS OF IMPLEMENTATION OF AIS/MAP REQUIREMENTS IN THE MID REGION**

3.1 Under this agenda item the meeting was presented with an overview of ICAO provisions relevant to the AIS/MAP field.

3.2 The meeting recalled that Table AIS-8 of the MID FASID sets out the requirements of the Integrated Aeronautical Information Package for the MID Region. It was noted in this regard that some AIPs are not updated on a regular basis.

3.3 The meeting was reminded that keeping AIPs up to date and issuing AIP Amendments on a regular basis presents an important issue for safety, regularity and efficiency of international air navigation.

3.4 The meeting was presented with an overview on ICAO requirements pertaining to the AIRAC System. It was, therefore, highlighted that the effectiveness of an AIS is dependent upon timely provision of the required information which relies on the co-operation of all technical services such as route and airspace planners, procedure designers, navaid maintainers, communications, aerodromes, etc.

3.5 With respect to the status of implementation of AIRAC system, the meeting noted that the AIRAC procedures are not fully adhered to by a number of MID States. The main difficulties seem to be shortage of qualified AIS personnel and lack of coordination between AIS and the technical departments providing the raw material to the AIS for promulgation.

3.6 The meeting recognized that late receipt of aeronautical information continues to be a problem for the aviation community in the MID Region. The problems will continue to expand with the rapidly advancing technology unless all Civil Aviation Authorities place renewed emphasis to enhance the resources and capabilities of AIS organizations so that the AIS responsibilities can be efficiently accomplished.

3.7 The meeting was of view that the implementation of quality system within AIS and particularly the signature of Service Level Agreements (SLA) between AIS and the data originators will resolve to a large extent the lack of coordination between AIS and the technical departments providing raw data. The meeting noted with concern also that the majority of MID States do not comply with the MID Air Navigation Plan provisions and MIDANPIRG/8 Conclusion 8/26 pertaining to the AIRAC procedure (use of double AIRAC Cycle, publication of the schedule of AIRAC dates by means of annual AIC, etc).

3.8 In this regard, the meeting recalled that the AIS/MAP TF/2 meeting was of view that advance posting of AIRAC information on the web could be a very good tool allowing users to start working on the updates of their systems (off-line), their charts, etc, before the official hardcopies of the amendment/supplement are received.

3.9 With a view to enhance the communication between the AIS Community in the MID Region and taking into consideration the ICAO guidelines on the use of the public internet for aeronautical applications (Doc 9855), the meeting strongly encouraged the use of electronic mail and urged States, who have not yet done so, to publish in their AIP the AIS email address. In this regard, the meeting noted with appreciation that Bahrain, Iran and Jordan are sending advance copies of their NOTAM Summaries, AIP Supplements and AICs by email to their subscribers.

3.10 The meeting pointed out that FASID Table AIS-8, which sets out, inter-alia, the requirements related to AIRAC, should be simplified in order to eliminate some redundancies. The meeting reviewed and updated this Table as at **Appendix 3G** to the report on agenda item 3.

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3.11 In view of the foregoing, strict adherence to the AIRAC system was stressed and fully compliance with Annex 15 and MID Basic ANP provisions relating to AIRAC procedures was reiterated.

3.12 Based on the above, the meeting agreed to the following Draft Conclusion:

**DRAFT CONCLUSION 3/1: USE OF eMAIL TO ENHANCE COMMUNICATION BETWEEN THE AIS COMMUNITY IN THE MID REGION**

*That, with a view to enhance the communication between the AIS Community in the MID Region:*

- a) *States, who have not yet done so, publish in their AIP (para. GEN 3.1.1) their AIS email address, as soon as possible; and*
- b) *ICAO consider the amendment of Annex 15 Appendix 1, para. GEN 3.1.1 to add such requirement.*

3.13 The meeting recalled that the way in which pre-flight briefing information is currently obtained is influenced by many factors. The type of user and the facilities available at the aerodrome are the main influences. With the current facilities offered, many pilots have started to make use of the commercial facilities that are available. These providers supply a product that is in demand an integrated and tailored briefing package. However, a lot of users see only the information issued by the State Authority as being the official and correct data. The larger airlines do not usually use the pre-flight briefing facilities provided by States, preferring instead to organise their own company-wide briefing facilities, and/or use the services of commercial providers. From some pilot's point of view, this is a very efficient method, as the dispatcher generally supplies the pre-flight briefing information to him, along with other airline operational information. Pilots flying short trips (General Aviation) are likely to use the public facilities to obtain pre-flight briefing information. The pilots of military flights operating from civil aerodromes use the public facilities, if required.

3.14 Some air incident/accident reports showed that, even when pre-flight briefing information was obtained, it was not always fully used. Pilots are sometimes supplied with so much information that it is not always apparent to them which parts of it are either important or relevant to their flight. It is essential, therefore, to avoid overloading users by providing means whereby they may select the type of information they receive in response to requests.

3.15 Accordingly, the meeting was of view that unless the service provided by the AIS Briefing Offices is improved on a global basis, the use of commercial facilities for the provision of pre-flight briefings will be the only solution for pilots and airlines. In this regard, the meeting reiterated the need to comply with MIDANPIRG/9 Conclusion 9/26 "*ENHANCED PRE-FLIGHT INFORMATION SERVICE*" and recognized that the only way to improve the services provided by AIS is the implementation of quality system and AIS automation and the provision of tailored products meeting the user requirements.

3.16 Concern was raised regarding the qualification and training of the AIS/MAP personnel in the MID Region particularly the AIS Briefing Offices staff and regarding the status of AIS in general within MID States' Civil Aviation Authorities.

3.17 Based on the above, the meeting recognized that although the progress achieved in the implementation of AIS/MAP requirements in the MID Region, concern is always expressed about a number of issues, mainly:

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- number of AIPs are not regularly updated;
- discrepancies and inconsistencies between the data pertaining to the same facility, service or procedure published in different Sections of the AIP (navaids, reporting points, etc). This represents a safety issue, which has to be fixed as soon as possible by concerned States;
- the English language used in a number of AIPs and NOTAMs is ambiguous/confusing and need to be improved;
- number of NOTAMs, AIP Supplements and AICs which have been issued long time ago are still in force when the information contained therein is no more valid or would be more appropriate for inclusion into the AIP;
- some inconsistencies with regard to the compliance with the NOTAM format;
- late receipt of AIS publications;
- the procedure relative to the AIRAC system is frequently not respected. In many cases also information which shall be promulgated by AIRAC is published by regular AIP Amendment or Supplement;
- a number of AIPs need to be improved in respect of format/presentation (quality of printing, binders too small and old, pages not perforated or perforated in the opposite side, some charts are not clear, etc);
- the system of page numbering differs from State to State and generally is different from the one recommended in Doc 8126, paragraph 5.5.1. Also some States do not comply with Annex 15 Recommendation in para. 4.4.6 related to the use of coloured pages for the AIP Supplements (preferably in yellow), in order to be conspicuous;
- a number of aeronautical charts are not yet implemented in some MID States, particularly the En Route Chart and the World Aeronautical Chart - ICAO 1:1 000 000 (WAC);
- Pre-flight briefings are even not available or provided in a way which is not meeting the user requirements; and
- low level of implementation of AIS automation and quality system.

*WGS-84 implementation*

3.18 The meeting highlighted the requirements for the implementation of WGS-84 and reviewed the status of its implementation in the MID Region. It was noted in this regard that although the implementation of WGS-84 should have been completed since 1998, some MID States have still not fully completed the implementation of the system.

3.19 It was highlighted in this regard that the geoid undulation appears to be a specific domain with low degree of implementation among MID States. However, it was recalled that MIDANPIRG/9 noted with appreciation that geoid undulation has been implemented recently in Iran, Jordan, Oman and Yemen. The meeting was also informed that work is progressing satisfactorily and approaching final phase in Saudi Arabia for the publication of the geoid undulation values.

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3.20 The Status of implementation of WGS-84 in the MID Region can be summarized as follows:

- a) five (5) States have fully implemented WGS-84;
- b) three (3) States haven't yet implemented WGS-84;
- c) the majority of MID States haven't yet implemented the geoid undulation.

3.21 The meeting then, carried out a complete review of the status of implementation of WGS-84 in the MID Region and updated the FASID Table AIS-5 (WGS-84 Requirements) as at **Appendix 3D** to the report on Agenda Item 3. A simplified Status report of WGS-84 implementation in the MID Region is also presented at **Appendix 3D1** to the report on Agenda Item 3.

3.22 The meeting recalled that the AIS/MAP TF/2 meeting reviewed the status of implementation of AIS/MAP requirements in the MID Region and agreed under Draft Conclusion 2/2 that a proposal for Amendment of the MID FASID be circulated to States to reflect the changes made to MID FASID Tables AIS 1, AIS 2, AIS 4, AIS 5, AIS 6, AIS 7 and AIS 8. This was endorsed by MIDANPIRG/9 as part of Conclusion 9/60, which reads as follows:

*CONCLUSION 9/60: AMENDMENT PROPOSAL TO THE MID BASIC ANP AND FASID*

*That, the ICAO MID Regional Office, on behalf of MIDANPIRG, initiates an amendment proposal to the MID Basic ANP and FASID in order to update the AIS, AOP, ATM, CNS and MET regional requirements and reflect the changes made to the FASID Tables.*

3.23 In view of the foregoing and after review of all issues related to agenda item 3 in relation with the status of implementation of AIS/MAP requirements in the MID Region, the meeting reviewed and updated the MID FASID Tables: AIS 1, AIS 2, AIS 4, AIS 5, AIS 6, AIS 7 and AIS 8 at **Appendices 3A, 3B, 3C, 3D, 3E, 3F and 3G**, respectively.

3.24 Bearing in mind that the official version of the MID Basic ANP and FASID (Doc 9708) will be issued soon, the meeting agreed that a proposal for Amendment of the MID FASID be circulated to States after the publication of Doc 9708 to reflect the changes made to the FASID AIS Tables.

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**FASID TABLE AIS-1 – ESTABLISHMENT OF AERODROME AIS UNITS**

STATE OR TERRITORY	AIS AERODROME UNITS REQUIRED AT CITY
<b>AFGHANISTAN</b>	KABUL/Kabul
	KANDAHAR/Kandahar
<b>BAHRAIN</b>	BAHRAIN/Bahrain Intl
<b>EGYPT</b>	ALEXANDRIA/Alexandria
	ASWAN/Aswan
	ASYUT/Asyut
	CAIRO/Cairo Intl
	HURGHADA/Hurghada
	LUXOR/Luxor
	SHARM-EL-SHEIKH/Sharm El Sheikh
	ST. CATHERINE/St. Catherine
	RAS EL NAKAB/Taba
<b>IRAN, ISLAMIC REPUBLIC OF</b>	BANDAR ABBAS/Bandar Abbas Intl
	ESFAHAN/Esfahan Shahid Beheshti Intl
	MASHHAD/Shahid Hashemi Nejad Intl
	SHIRAZ/Shiraz Intl
	TABRIZ/Tabriz Intl
	TEHRAN/Mehrabad Intl
	TEHRANE/Emam Khomeini Intl
	ZAHEDAN/Zahedan Intl
<b>IRAQ</b>	BAGHDAD/Saddam Baghdad Intl
	BASRAH/Basrah Intl
<b>ISRAEL</b>	BEER-SHEBA/Teyman
	EILAT/Eilat
	HAIFA/Haifa
	JERUSALEM/Atarot
	OVDA/Intl
	TEL AVIV/Ben Gurion
<b>JORDAN</b>	AMMAN/Marka Intl
	AMMAN/Queen Alia Intl

STATE OR TERRITORY	AIS AERODROME UNITS REQUIRED AT CITY
	AQABA/Aqaba <b>King Hussein Intl</b>
	JERUSALEM/Jerusalem
<b>KUWAIT</b>	KUWAIT/Kuwait Intl
<b>LEBANON</b>	BEIRUT/Intl
<b>OMAN</b>	MUSACT <b>MUSCAT</b> /Seeb Intl
	SALALAH/Salalah
<b>QATAR</b>	DOHA/Doha Intl
<b>SAUDI ARABIA</b>	DAMMAM/King Fahd Intl
	JEDDAH/King Abdulaziz <b>Intl</b>
	MADINAH/Prince Mohammad Bin Abdulaziz
	RIYADH/King Khalid Intl
<b>SYRIAN ARAB REPUBLIC</b>	ALEPPO/Aleppo Intl
	BASSEL AL-ASSAD/Latakia
	DAMASCUS/Damascus Intl
<b>UNITED ARAB EMIRATES</b>	ABU DHABI/Abu Dhabi Intl
	AL AIN/AI Ain Intl
	DUBAI/Dubai Intl
	FUJAIRAH/Fujairah Intl
	RAS AL KHAIMAH/Ras al Khaima Intl
	SHARJAH/Sharjah Intl
<b>YEMEN</b>	ADEN/Aden Intl
	HODEIDAH / Hodeidah <b>Intl</b>
	SANA'A / Sana'a Intl
	TAIZ /Ganae <b>Taiz Intl</b>

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AIS/MAP TF/3  
Appendix 3B to the Report on Agenda Item 3

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**FASID TABLE AIS 2    AERONAUTICAL INFORMATION SERVICES REQUIRED AT AERODROMES**

*EXPLANATION OF THE TABLE*

*Column*

- 1        Name of the aerodrome or location where aeronautical information services are required
- 2        Designation of the aerodrome:  
  
          RS = international scheduled air transport, regular use  
          RNS = international non-scheduled air transport, regular use  
          RG = international general aviation, regular use  
          AS = international scheduled air transport, alternate use
- 3        ICAO location indicator of the aerodrome.
- 4        Name of the AIS office responsible for the provision of aeronautical information service at the aerodrome concerned indicated in column 1.
- 5        ICAO AFTN address of the responsible AIS office.
- 6        AIS information to be available at the aerodrome:  
  
          AIP+: Includes AIP and Amendments, AIP Supplements, NOTAM, AIC  
                  L - country in which the aerodrome is located  
                  S - surrounding countries  
                  FIL – all countries up to and including the aerodrome of first intended landing  
  
          PIB: Pre-flight Information Bulletins  
                  P1 – Aerodrome (AD) format  
                  P2 – Area format, AD format  
                  P3 – Route format, Area format, AD format  
  
          PREP: Preparation method of PIB  
                  C – Centralized preparation  
                  L – Local preparation (at the aerodrome concerned)
- 7        Area of coverage by AFTN routing areas for which aeronautical information/flight documentation is required to be available.  
          *Note.-The AFTN routing areas are shown on FASID Chart MET 1*
- 8        Availability of Post-Flight Reporting Forms
- 9        Remarks  
          (Indicate where processing of aeronautical information is automated/database).  
                  A - Automated

Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+		PIB					
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	F I L	P1 P2 P3	P R E P			
1	2	3	4	5	6					7	8	9
<b>AFGHANISTAN</b>												
KABUL/Kabul	RS	OAKB										
KANDAHAR/Kandahar	AS	OAKN										
<b>BAHRAIN</b>												
BAHRAIN/Bahrain Intl	RS	OBBI	Bahrain AIS	OBBDYNYX			X	P3	L	O, H, D, L, E, K, U, F, V, Z, Y, R, W, A, N, G	NIL	A
<b>EGYPT</b>												
ALEXANDRIA/Alexandria	RS	HEAX	Alexandria	HEAXZIZX	X			P3	C		X	A
ASWAN/Aswan	RS	HESN	Aswan	HESNZIZX	X			P3	C	H, L, U	X	A
ASYUT/Asyut	RS	HEAT	Cairo	HECAZPZX	X			P3		H, L, U	X	
CAIRO/Cairo Intl	RS	HECA	Cairo	HECAZPZX HECAZIZX	X	X	X	P3	C	D, E, G, H, L, O, U, V	X	A
HURGHADA/Hurghada	RS	HEGN	Hurghada	HEGNZIZX	X			P3	C	E, L, O, U	X	A
LUXOR/Luxor	RS	HELX	Luxor	HELXZIZX	X			P3	C	E, F, H, L	X	A
SHARM-EL-SHEIKH/Sharm El Sheikh	RS	HESH	Sharm El Sheikh	HESHZIZX	X			P3	C	E, L, O, U	X	A
ST. CATHERINE/St. Catherine	RS	HESC	Cairo	HECAZPZX	X					D, E, G, H, L, O, U, V	X	
RAS EL NAKAB/Taba	RS	HETB	Cairo	HECAZPZX	X					D, E, G, H, L, O, U, V	X	



Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+			PIB				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	F I L	P1 P2 P3	P R E P			
1	2	3	4	5	6					7	8	9
EILAT/Eilat	RNS	LLET										
HAIFA/Haifa	RS	LLHA										
JERUSALEM/Atarot	RS	LLJR										
OVDA/Intl	RS	LLOV										
TEL AVIV/Ben Gurion	RS	LLBG										
<b>JORDAN</b>												
AMMAN/Marka Intl	AS	OJAM	AMMAN Marka AIS Unit	OJAMYOYX	X	X	X	P3	L	O,E,L,D,G,W,R,V, U,K,Y,C,H		A
AMMAN/Queen Alia Intl	RS	OJAI	AMMAN Queen Alia NOF	OJAIYNYX	X	X	X	P3	L	O,E,L,D,G,W,R,V, U,K,Y,C,H		A
AQABA/Aqaba King Hussein Intl	RNS	OJAQ	AQABA/Aqaba AIS Unit	OJAQYOYX	X	X		P3	L	O,E,L,D,G,W,R,V, U,K,Y,C,H		A
JERUSALEM/Jerusalem	RS	OJJR										
<b>KUWAIT</b>												
KUWAIT/Kuwait Intl	RS	OKBK	Kuwait - AIS	OKNOYNYX OKNOYOYX	X	X	X	P3	L	O, E, L, H, K, V, W, R, U, Z.		
<b>LEBANON</b>												
BEIRUT/Intl	RS	OLBA	BEIRUT	OLBAYNYX	X	X	X	P3	C	O, H, D, L, E, K, U, F, V, Z, Y, R, W, A, N, G	X	A



Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+		PIB					
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	F I L	P1 P2 P3	P R E P			
1	2	3	4	5	6					7	8	9
DAMASCUS/Damascus Intl	RS	OSDI										
<b>UNITED ARAB EMIRATES</b>												
ABU DHABI/Abu Dhabi Intl	RS	OMAA	Abu Dhabi Briefing Office	OMAAYOYX	X			P3	L	O, H, D, L, E, U, F, V, Z, R, W, G	NIL	
AL AIN/AI Ain Intl	RS	OMAL	AI Ain	OMALZTZX	X	X		P3	C	H, O, U, V	X	A
DUBAI/Dubai Intl	RS	OMDB	Dubai AIS	OMDBYOYX OMDBZPZX			X	P3	L	O, H, E, U, V, Z, R, W		
FUJAIRAH/Fujairah Intl	RS	OMFJ	Fujairah AIS	OMFJZPZX		X		P3	L	O, H, D, L, E, U, V, W, K, Y, G, C, B	NIL	A
RAS AL KHAIMAH/Ras al Khaima Intl	RS	OMRK	Ras Al Khaimah	OMRKYNYX	X	X	X	P1	L	O	X	NIL
SHARJAH/Sharjah Intl	RS	OMSJ	Sharjah AIS	OMSJYOYX			X	P3	C	O, H, E, U, V, Z, R, W		
<b>YEMEN</b>												
ADEN/Aden Intl	RS	OYAA	Aden AIS	OYAAZPZX	L		X				NIL	
HODEIDAH/Hodeidah Intl	RS	OYHD	Hodeidah AIS	OYHDYFYX	L	X					NIL	
SANA'A/Sana'a Intl	RS	OYSN	Sana'a AIS	OYSNZPZX	L		X	P3	C	O,H,E,U,V,W	NIL	NIL
TAIZ/Ganaad Taiz Intl	RS	OYTZ		OYTZYFYX	L							

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**FASID TABLE AIS-4**  
**AVAILABILITY OF AERONAUTICAL INFORMATION**

*EXPLANATION OF THE TABLE*

FASID Table AIS-4 sets out the requirement for the integrated aeronautical information package from foreign Aeronautical Information Services (AIS) to be available at aerodrome/heliport AIS Units in the MID region, for pre-flight briefing.

The table consists of three parts. Table AIS-4A covers the requirements for the integrated aeronautical information package from States and Territories in the MID region, Table AIS-4B includes the requirements from the EUR region and Table AIS-4C includes the requirements from the ASIA, CAR, NAM, SAM and AFI regions.

For each aerodrome/heliport in the MID region, the requirement is shown by an "X" against the State or Territory from which the integrated aeronautical information package is required.

For each aerodrome/heliport the location indicator and designator of aerodrome/heliport use are listed.

Aerodrome/Heliport use Designation:

RS	-	international scheduled air transport, regular use;
RNS	-	international non-scheduled air transport, regular use;
RG	-	international general aviation, regular use;
AS	-	international scheduled air transport, alternate use.







3C1-4

AIS-4-A			From MID														
Integrated Aeronautical Information Package TO BE AVAILABLE IN			Afghanistan	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Lebanon	Oman	Qatar	Saudi Arabia	Syria Arab Rep	United Arab Emirates	Yemen
City/Aerodrome	Use	ICAO Loc. Ind.															
<b>QATAR</b>																	
DOHA/Doha Intl	RS	OTBD															
<b>SAUDI ARABIA</b>																	
DAMMAM/King Fahd Intl	RS	OEDF	X	X	X	X	X		X	X	X	X	X		X	X	
JEDDAH/King Abdulaziz	RS	OEJN	X	X	X	X	X		X	X	X	X	X		X	X	
MADINAH/Prince Mohammad Bin Abdulaziz	RS	OEMA	X	X	X	X	X		X	X	X	X	X		X	X	
RIYADH/King Khalid Intl	RS	OERK	X	X	X	X	X		X	X	X	X	X		X	X	
<b>SYRIAN ARAB REPUBLIC</b>																	
ALEPPO/Aleppo Intl	RS	OSAP															
BASSEL AL-ASSAD/Latakia	RS	OSLK															
DAMASCUS/Damascus Intl	RS	OSDI															
<b>UNITED ARAB EMIRATES</b>																	
ABU DHABI/Intl	RS	OMAA		X	X	X			X	X	X	X		X	X	X	
AL AIN/AI Ain Intl	RS	OMAL		X	X	X			X			X	X				
DUBAI/Dubai Intl	RS	OMDB		X	X	X			X	X	X	X		X	X	X	

3C1-5

AIS-4-A			From MID														
Integrated Aeronautical Information Package TO BE AVAILABLE IN			Afghanistan	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Lebanon	Oman	Qatar	Saudi Arabia	Syria Arab Rep	United Arab Emirates	Yemen
City/Aerodrome	Use	ICAO Loc. Ind.															
FUJAIRAH/Fujairah Intl	RS	OMFJ		X	X	X	X		X	X	X	X	X	X	X	X	
RAS AL KHAIMAH/Ras al Khaima Intl	RS	OMRK		X								X	X			X	
SHARJAH/Sharjah Intl	RS	OMSJ		X	X	X			X	X	X	X		X	X	X	
<b>YEMEN</b>																	
ADEN/Aden Intl	RS	OYAA															
HODEIDAH/Hodeidah Intl	RS	OYHD															
SANA'A/Sana'a Intl	RS	OYSN	X	X	X	X			X	X	X	X	X	X	X	X	
TAIZ/ <del>Ganad</del> Taiz Intl	RS	OYTZ															

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3C2-3

AIS-4-B			From EUR																												
Integrated Aeronautical Information Package TO BE AVAILABLE IN			Austria	Belgium	Bulgaria	Croatia	Cyprus	Czech Rep	Denmark	Finland	France	Germany	Greece	Hungary	Ireland	Italy	Luxembourg	Malta	Netherlands, Kingdom of	Norway	Poland	Portugal	Romania	Russian Federation	Slovakia	Spain	Sweden	Switzerland	Turkey	Ukraine	United Kingdom
Name	Use	ICAO Loc. Ind.																													
<b>IRAQ</b>																															
BAGHDAD/Saddam Baghdad Intl	RS	ORBSI																													
BASRAH/Basrah Intl	RS	ORMM																													
<b>ISRAEL</b>																															
BEER-SHEBA/Teyman	AS	LLBS																													
EILAT/Eilat	RNS	LLET																													
HAIFA/Haifa	RS	LLHA																													
JERUSALEM/Atarot	RS	LLJR																													
OVDA/Intl	RS	LLOV																													
TEL AVIV/Ben Gurion	RS	LLBG																													
<b>JORDAN</b>																															
AMMAN/Marka Intl	AS	OJAM	X			X		X	X		X	X	X	X	X									X		X	X	X		X	





3C2-6

AIS-4-B			From EUR																												
Integrated Aeronautical Information Package TO BE AVAILABLE IN			Austria	Belgium	Bulgaria	Croatia	Cyprus	Czech Rep	Denmark	Finland	France	Germany	Greece	Hungary	Ireland	Italy	Luxembourg	Malta	Netherlands, Kingdom of	Norway	Poland	Portugal	Romania	Russian Federation	Slovakia	Spain	Sweden	Switzerland	Turkey	Ukraine	United Kingdom
Name	Use	ICAO Loc. Ind.																													
DUBAI/Dubai Intl	RS	OMDB																						X				X	X		X
FUJAIRAH/Fujairah Intl	RS	OMFJ				X	X										X					X	X		X				X	X	
RAS AL KHAIMAH/Ras al Khaima Intl	RS	OMRK																													
SHARJAH/Sharjah Intl	RS	OMSJ																													
<b>YEMEN</b>																															
ADEN/Aden Intl	RS	OYAA																													
HODEIDAH/Hodeidah Intl	RS	OYHD																													
SANA'A/Sana'a Intl	RS	OYSN				X	X				X	X	X			X			X				X	X				X	X	X	X
TAIZ/Ganad Taiz Intl	RS	OYTZ																													

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**FASID TABLE AIS-5 — WGS-84 REQUIREMENTS**

*EXPLANATION OF THE TABLE*

*Column*

- 1 Name of the State, territory or aerodrome for which WGS-84 coordinates are required with the designation of the aerodrome use:
  - RS — international scheduled air transport, regular use
  - RNS — international non-scheduled air transport, regular use
  - RG — international general aviation, regular use
  - AS — international scheduled air transport, alternate use
- 2 Runway designation numbers
- 3 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume 1, Chapter I, are:
  - NINST — non-instrument runway;
  - NPA — non-precision approach runway
  - PA1 — precision approach runway, Category I;
  - PA2 — precision approach runway, Category II;
  - PA3 — precision approach runway, Category III.
- 4 Requirement for the WGS-84 coordinates for FIR, shown by an “X” against the State or territory to be covered.
- 5 Requirement for the WGS-84 coordinates for Enroute points, shown by an “X” against the State or territory to be covered.
- 6 Requirement for the WGS-84 coordinates for the Terminal Area, shown by an “X” against the aerodrome to be covered.
- 7 Requirement for the WGS-84 coordinates for the Approach points, shown by an “X” against the runway designation to be covered.
- 8 Requirement for the WGS-84 coordinates for runways, shown by an “X” against the runway designation to be covered.
- 9 Requirement for the WGS-84 coordinates for Aerodrome/Heliport points (e.g. aerodrome/heliport reference point, taxiway, parking position, etc.), shown by an “X” against the aerodrome to be covered.
- 10 Requirement for geoid undulation shown by an “X” against the runway threshold to be covered.
- 11 Requirement for the WGS-84 Quality System, shown by an “X” against the State or territory to be covered.
- 12 Requirement for publication of WGS-84 coordinates in the AIP shown by an “X” against the State or territory to be covered.
- 13 Remarks (timetable for implementation)

*Note.- For Columns 4 to 12 use the following symbols:*

- X- Required but not implemented
- XI- Required and implemented

**WGS-84 Requirements (MID FASID Table AIS-5)**

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
<b>AFGHANISTAN</b>			X	X						X	X	
(OAKB) KABUL/Kabul					X			X				
RS	11 29	NPA PA1				X X	X X		X X			
(OAKN) KANDAHAR/Kandahar					X			X				
AS	05 23	NPA NPA				X X	X X		X X			
<b>BAHRAIN</b>			XI	XI						X XI	XI	
(OBBI) Bahrain Intl.					XI			XI				
RS	30 12	PA1 NPA1				XI XI	XI XI		X X XI XI			
<b>EGYPT</b>			XI	XI						XI	XI	
HEAR EL-ARISH/El-Arish Int'l					X XI			X XI				
AS	16 34	NPA NPA				XI XI	XI XI		X X XI XI			
(HEAT) Asyut					X			X XI				
AS	13 31	NINST NPA				X XI	XI XI		X XI			
(HEAX) Alexandria Int'l					XI			XI				
RS	18 36	NINST NPA				X XI	XI XI		X XI			
	04 22	NPA NINST				X XI	XI XI		X XI			
HEAZ CAIRO/Almaza Int'l					X XI			X XI				
ANS	18 36	NPA NPA				X X XI XI	X X XI XI		X X XI XI			
	05 23	NINST NINST					X X XI XI					

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	
HEBA ALEXANDRIA/Borg El-Arab RS					X			X				
	14 32	NPA PA1				X XI	X XI		X XI			
(HECA) Cairo RS					XI			XI				
	05L 23R	PA2 PA2				XI XI	XI XI		X XI			
	05R 23L	PA2 PA2				XI XI	XI XI		X XI			
	16 34	NINST NINST				XI XI	XI XI		X XI			
(HEGN) Hurghada RS					XI			XI				
	16 34	NPA PA1				XI XI	XI XI		X XI			
(HELX) Luxor RS					XI			XI				
	02 20	NPA PA1				XI XI	XI XI		X XI			
HEMA MARSA ALAM/ Marsa Alam RNS					X XI			X XI				
	15 33	NPA NPA				X XI X XI	X XI X XI		X XI X XI			
HEOW SHARK EL OWEINAT/Shark El-Owenat Int'l AS					X XI			X XI				
	01 19	NPA NINST				X XI	XI XI		X XI			
HEPS PORT SAID/Port Said Int'l AS					X XI			X XI				
	10 28	NPA NPA				X XI X XI	X XI X XI		X XI X XI			
HESC) St. Catherine RS								XI				
	17 35	NINST NINST					XI XI					
(HESH) Sharm-El-Sheikh RS					XI			XI				
	04L 22R	PA1 NINST				XI	XI XI		X XI			
	04R 22L	NPA NINST				XI	XI XI		X XI			
(HESN) Aswan RS					XI			XI				
	17 35	NPA PA1				XI	XI XI		X XI			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(HETB) Taba AS					XI	XI		XI				
	04 22	NPA NINST					XI XI		XI			
<b>IRAN</b>			XI	XI						XI	XI	
(OIKB) Bandar Abbass/ Bandar Abbas Intl RS					XI			XI				
	03R 21L	NPA PA1				XI XI	XI XI		XI XI			
	03L 21R	NINST NINST				XI XI	XI XI					
(OIFM) Esfahan/ Shahid Beheshti Intl RS					XI			XI				
	08L 26R	NPA PA1				XI XI	XI XI		XI XI			
	08R 26L	NPA NPA				XI XI	XI XI		XI XI			
(OIMM) Mashhad/ Shahid Hashemi Nejad Intl RS					XI			XI				
	13L 31R	NPA PA1				XI XI	XI XI		XI XI			
	13R 31L	NPA PA1				XI XI	XI XI		XI XI			
(OISS) Shiraz/shahid Dastghaib Intl RS					XI			XI				
	11R 29L	NPA PA1				XI XI	XI XI		XI XI			
	11L 29R	NPA PA1				XI XI	XI XI		XI XI			
(OITT) Tabriz/Tabriz Intl RNS					XI			XI				
	12L 30R	NPA PA1				XI XI	XI XI		XI XI			
	12R 30L	NINST NINST				XI XI	XI XI					
(OIII) Tehran/ Mehrabad Intl RS					XI			XI				
	11R 29L	NPA PA1				XI XI	XI XI		XI XI			
	11L 29R	NPA NPA				XI XI	XI XI		XI XI			
(OIII) TEHRAN/Emam Khomeini Intl RS (Future)					XI			XI				
	11L 29R	NPA PA1				X X	X X	XI XI	XI XI			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED										REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP		
1	2	3	4	5	6	7	8	9	10	11	12	13	
(OIZH) Zahedan/Zahedan Intl RS	17 35	NPA NPA1			X XI	XI X XI	XI X XI	XI		X X XI			
<b>IRAQ</b>			X	X						X	X		
(ORBS) Baghdad Saddam Intl. RS	15L 33R	PA2 PA2			X	X X	X X	X		X X			
	15R 33L	PA1 PA1				X X	X X			X X			
(ORMM) Basrah Intl. RS	14 32	PA2 PA2			X	X X	X X	X		X X			
<b>ISRAEL</b>			X	X						X	X	The end of the implementation process was expected for <b>July 2003</b>	
(LLET) EILAT/Eilat RNS	03 21	NPA NINST			X	X X	X X	X		X			
(LLHA) HAIFA/Haifa RS	16 34	NINST NINST			X		X X	X					
(LLJR) JERUSALEM/Atarot RS	12 30	PA1 NPA			X	X X	X X	X		X X			
(LLOV) OVDA/Intl RNS	02L 20R	NINST NPA			X	X X	X X	X		X			
(LLBG) TEL AVIV/ Ben Gurion RS	03 21 08 26 12 30	NPA NINST NPA PA1 PA1 NPA			X	X X X X	X X X X	X		X X X X			
(LLSD) TEL AVIV/ Sde-Dov AS	03 21	NINST NINST			X		X X	X					

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	
<b>JORDAN</b>			XI	XI						XI		
(OJAI) Amman/ Queen Alia Intl RS	08R 26L	NPA PA1			XI	XI XI	XI XI			XI XI		
	08L 26R	PA1 PA1				XI XI	XI XI			XI XI		
(OJAM) Amman/Marka Intl AS	24 06	PA1 NINST			XI	XI XI	XI XI			XI		
(OJAQ) Aqaba/King Hussein Intl RNS	01 19	PA1 NPA			XI	XI XI	XI XI			XI XI		
(OJJR) JERUSALEM/ Jerusalem RS	12 30	NPA PA1										
<b>KUWAIT</b>			XI	XI						X	XI	
(OKBK) Kuwait Intl. RS	33L 15R	PA2 PA2			XI	XI XI	XI XI			X X		
	33R 15L	PA2 PA2				XI XI	XI XI			X X		
<b>LEBANON</b>			XI	XI						X	XI	
(OLBA) Beirut Intl. RS	17 35	PA1 NINST			XI	XI XI	XI XI			X		
	18 36	PA1 NINST				XI XI	XI XI			X		
	03 21	PA1 NINST				XI XI	XI XI			X		
<b>OMAN</b>			XI	XI						XI	XI	
(OOMS) Muscat/Seeb RS	26 08	PA1 PA1			XI	XI XI	XI XI			XI XI		
(OOSA) Salalah AS	07 25	NPA PA1			XI	XI XI	XI XI			XI XI		
<b>QATAR</b>			XI	XI						X	XI	
(OTBD) Doha Int. Airport RS	34 16	PA2 NPA			XI	XI XI	XI XI			X X		



STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
<b>UNITED ARAB EMIRATES</b>			XI	XI						XI	XI	
(OMAA) Abu Dhabi Int. Airport					XI			XI				
	31L 13R	PA3 PA1				XI XI	XI XI		XI XI			
	13L 31R	PA3 PA1				XI XI	XI XI		XI XI			
(OMAL) Al Ain Int. Airport					XI			XI				
RS	01 19	PA1 NPA				XI XI	XI XI		<del>XI</del> <del>XI</del>			
(OMDB) Dubai Int. Airport					XI			XI				
RS	12L 30R	PA3 PA3				XI XI	XI XI		XI XI			
	12R 30L	PA2 PA2				XI XI	XI XI		XI XI			
(OMFJ) Fujairah Int. Airport					XI			XI				
RS	11 29	NPA PA1				XI XI	XI XI		XI XI			
(OMRK) Ras Al Khaimah Int. Airport					XI			XI				
RS	16 34	NPA PA1				XI XI	XI XI		XI XI			
(OMSJ) Sharjah Int. Airport					XI			XI				
RS	12 30	NPA PA2				XI XI	XI XI		XI XI			
<b>YEMEN</b>			<del>XI</del>	<del>XI</del>						X	<del>XI</del>	
(OYAA) Aden Intl					<del>XI</del>			XI				
RS	08 26	NPA PA1				<del>XI</del> <del>XI</del>	XI XI		<del>XI</del> <del>XI</del>			
(OYHD) Hodeidah Intl					<del>XI</del>			XI				
RS	03 21	NPA NPA				<del>XI</del> <del>XI</del>	XI XI		<del>XI</del> <del>XI</del>			
(OYRN) Mukalla/Riyan					<del>XI</del>			XI				
RS	06 24	NPA NPA				<del>XI</del> <del>XI</del>	XI XI		<del>XI</del> <del>XI</del>			
(OYSN) Sanna'a Intl					<del>XI</del>			XI				
RS	18 36	PA1 NPA				<del>XI</del> <del>XI</del>	XI XI		<del>XI</del> <del>XI</del>			
(OYTZ) Taiz Intl					<del>XI</del>			XI				
RS	01 19	NPA NPA				<del>XI</del> <del>XI</del>	XI XI		<del>XI</del> <del>XI</del>			

APPENDIX 3D1

STATUS OF IMPLEMENTATION OF WGS-84 IN THE MID REGION

	FIR	ENR	TMA/CTA/CTZ	APP	RWY	AD/HEL	GUND	QUALITY SYSTEM	AIP	REMARKS
AFGHANISTAN	N	N	N	N	N	N	N	N	N	Not reported using uniform format
BAHRAIN	F	F	F	F	F	F	F	F	F	
EGYPT	F	F	F	F	F	F	F	F	F	
IRAN	F	F	F	N	F	F	F	F	F	
IRAQ	N	N	N	N	N	N	N	N	N	Not reported using uniform format
ISRAEL	N	N	N	N	N	N	N	N	N	Ref is made to Israel Fax dated 21 Aug. 2002: Implementation was expected for <b>Nov 2003</b>
JORDAN	F	F	F	F	F	F	F	F	F	
KUWAIT	F	F	F	F	F	F	N	N	F	
LEBANON	F	F	F	F	F	F	N	N	F	
OMAN	F	F	F	F	F	F	F	F	F	
QATAR	F	F	F	F	F	F	N	N	F	
SAUDI ARABIA	F	F	F	F	F	F	N	F	F	GUND implementation under process
SYRIA	N	F	P	P	P	P	N	N	N	Under Process Latest report dated 28/3/02
UNITED ARAB EMIRATES	F	F	F	F	F	F	F	F	F	
YEMEN	F	F	F	F	F	F	F	N	F	

Legend:

F: Fully implemented

P: Partly implemented

N: Not implemented

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AIS/MAP TF/3  
Appendix 3E to the Report on Agenda Item 3

**FASID TABLE AIS-6 — AERONAUTICAL CHART REQUIREMENTS**

*EXPLANATION OF THE TABLE*

*Column*

- 1 Name of the State, territory or aerodrome for which aeronautical chart is required with the designation of the aerodrome use:
  - RS — international scheduled air transport, regular use
  - RNS — international non-scheduled air transport, regular use
  - RG — international general aviation, regular use
  - AS — international scheduled air transport, alternate use
- 2 Runway designation numbers
- 3 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume 1, Chapter I, are:
  - NINST — non-instrument runway;
  - NPA — non-precision approach runway
  - PA1 — precision approach runway, Category I;
  - PA2 — precision approach runway, Category II;
  - PA3 — precision approach runway, Category III.
- 4 Requirement for the Enroute Chart - ICAO (ENRC), shown by an “X” against the State or territory to be covered.
- 5 Requirement for the Instrument Approach Chart –ICAO (IAC), shown by an “X” against the runway designation to be covered.
- 6 Requirement for the Aerodrome/Heliport Chart – ICAO (ADC), shown by an “X” against the aerodrome to be covered.
- 7 Requirement for the Aerodrome Obstacle Chart – ICAO Type A (AOC-A), shown by an “X” against the runway designation to be covered.
- 8 Requirement for the Precision Approach Terrain Chart – ICAO (PATC), shown by an “X” against the runway designation to be covered.
- 9 Requirement for the Area Chart – ICAO (ARC), shown by an “X” against the aerodrome to be covered.
- 10 Requirement for the Standard Departure Chart-Instrument – ICAO (SID), shown by an “X” against the runway designation to be covered.
- 11 Requirement for the Standard Arrival Chart-Instrument – ICAO (STAR), shown by an “X” against the runway designation to be covered.
- 12 Requirement for the Visual Approach Chart – ICAO (VAC), shown by an “X” against the aerodrome or runway designation to be covered.
- 13 Requirement for the Aerodrome Obstacle Chart – ICAO Type C (AOC-C), shown by an “X” against the aerodrome to be covered.
- 14 Remarks.

*Note.- For Columns 4 to 13 use the following symbols:*

- X- Required but not implemented
- XI- Required and implemented

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>AFGHANISTAN</b>			X										
OAKB KABUL/Kabul					X								
RS	11 29	NPA PA1		X X		X X							
OAKN KANDAHAR/Kandahar					X								
AS	05 23	NPA NPA		X X		X X							
<b>BAHRAIN</b>			X XI										
OBBI BAHRAIN/Bahrain Intl.					X XI			XI					
RS	30 12	PA1 NPA1		XI XI		XI XI	XI						
<b>EGYPT</b>			XI										
HEAR EL-ARISH/EI-Arish Int'l					XI								
AS	16 34	NPA NPA		XI		XI XI							
HEAT Asyut/Asyut Int'l					XI								
AS	13 31	NPA NPA		XI									No significant obstacles for RWY 13/31
HEAX ALEXANDRIA/Alexandria Int'l					XI								
RS	18 36	NINST NPA		XI		XI XI							
	04 22	NPA NINST		XI		XI XI							
HEAZ CAIRO/Almaza Int'l					XI								
ANS	18 36	NPA NPA1		XI		X X							
	05 23	NINST NINST				X X							
HEBA ALEXANDRIA/Borg El-Arab					XI								
RS	14 32	NPA PA1		XI									No significant obstacles for RWY 14/32

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
HECA Cairo RS					XI								
	05L 23R	PA2 PA2		XI XI		XI XI	X X						
	05R 23L	PA2 PA2		XI XI		XI XI	X X						
	16 34	NINST NINST				XI XI							
HEGN Hurghada RS					XI								
	16 34	NPA PA1		XI		---							No significant obstacles for RWY 16/34
HELX Luxor RS					XI								
	02 20	NPA PA1		XI XI		---							No significant obstacles for RWY 02/20
HEMA MARSA ALAM/ Marsa Alam RNS					XI								
	15 33	NPA NPA		XI XI		---							No significant obstacles for RWY 15/33
HEOW SHARK EL OWEINAT/Shark El-Owenat Int'l AS					XI								
	01 19	NPA NINST		XI		X X							
HEPS PORT SAID/Port Said Int'l AS					XI								
	10 28	NPA NPA		XI		X X							
HESC St. Catherine RS					XI								
	17 35	NINST NINST				X X							
HESH SHARM EI-SHEIKH/ Sharm-El-Sheikh RS					XI								
	04L 22R	PA1 NINST		XI		X X							
	04R 22L	NPA NINST		XI		X X							
HESN Aswan RS					XI								
	17 35	NPA PA1		XI XI		---							No significant obstacles for RWY 17/35

3E-4

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
HETB RAS EL-NAKAB/Taba AS					XI								
	04 22	NPA NINST		XI		XI							
<b>IRAN</b>			XI										
OIKB Bandar Abbass <b>Intl</b> RS					X								
	03R 21L	NPA PA1		XI XI		X X			XI XI	XI XI			
	03L 21R	NINST NINST				X X							
OIFM Esfahan/Shahid Beheshti <b>Intl</b> RS					X								
	08L 26R	NPA PA1		XI XI		X X			XI XI	XI XI			
	08R 26L	NPA NPA		XI		X X			XI XI	XI XI			
OIMM Mashhad/Shahid Hashemi Nejad <b>Intl</b> RS					XI								
	13L 31R	NPA PA1		XI XI		X X			XI XI	XI XI			
	13R 31L	NPA PA1		XI XI		X X			XI XI	XI XI			
OISS Shiraz/shahid Dastghaib <b>Intl</b> RS					X								
	11R 29L	NPA PA1		XI		X X			XI XI	XI XI			
	11L 29R	NPA PA1		XI		X X			XI XI	XI XI			
OITT TABRIZ/Tabriz <b>Intl</b> RNS					X								
	12L 30R	NPA PA1		XI XI		X X			XI XI	XI XI			
	12R 30L	NINST NINST				X X							
OIII TEHRAN/Mehrabad Intl RS					XI			XI					
	11R 29L	NPA PA1		XI XI		X X	XI XI		XI XI	XI XI			
	11L 29R	NPA NPA		XI XI		X X	XI XI		XI XI	XI XI			

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
OIIE TEHRAN/Emam Khomeini Intl RS (Future)	11L 29R	NPA PA1		X X	X	X X							
OIZH ZAHEDAN/Zahedan Intl RS	17 35	NPA NPA1		XI	X	X X			XI XI	XI			
<b>IRAQ</b>			X										
ORBS BAGHDAD/Saddam Intl. RS	15L 33R	PA2 PA2		X X		XI XI	X X						The existing charts should be updated.
	15R 33L	PA1 PA1		X X		XI XI							
ORMM BASRAH/Basrah Intl. RS	14 32	PA2 PA2		X X		XI XI	X X						
<b>ISRAEL</b>			X										
LLET EILAT/Eilat RNS	03 21	NPA NINST		XI		XI XI			XI XI				
LLHA HAIFA/Haifa RS	16 34	NINST NINST				XI X							
LLJR JERUSALEM/Atarot RS	12 30	PA1 NPA		XI		XI XI			XI XI				
LLOV OVDA/Intl RNS	02L 20R	NINST NPA		XI		XI XI							
LLBG TEL AVIV/Ben Gurion RS	03 21	NPA NINST				XI XI		XI	XI XI				
	08 26	NPA PA1		XI		XI XI			XI XI				
	12 30	PA1 NPA		XI XI		XI XI			XI XI		XI		

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
LLSD TEL AVIV/Sde-Dov AS					XI								
	03 21	NINST NINST				X X			XI XI				
<b>JORDAN</b>			XI										
OJAM AMMAN/Marka Intl AS					XI								
	06 24	NPA PA1		XI XI		XI XI			XI XI	XI XI			
OJAI AMMAN/Queen Alia Intl RS					XI								
	08R 26L	NPA PA1		XI XI		XI XI			XI XI	XI XI			
	08L 26R	PA1 NPA		XI XI		XI XI			XI XI	XI XI			
OJAQ AQABA/Aqaba King Hussein Intl					XI						XI		
	01 19	PA1 NPA		XI XI		XI XI			XI XI				
OJJR JERUSALEM/Jerusalem RS													
	12 30	NPA PA1											
<b>KUWAIT</b>			XI										
OKBK KUWAIT/Kuwait Intl. RS					XI								
	33L 15R	PA2 PA2		XI XI		XI XI	XI XI		XI XI	XI XI			
	33R 15L	PA2 PA2		XI XI		XI XI	XI XI		XI XI	XI XI			
<b>LEBANON</b>			XI										
OLBA BEIRUT Intl. RS					XI								
	17 35	PA1 NINST		XI		XI X XI			XI	XI			
	18 36	PA1 NINST				XI X XI				XI			
	03 21	PA1 NINST		XI		XI XI			XI XI	XI	XI		

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>OMAN</b>			X										
OOMS MUSCAT/Seeb Intl RS					XI								
	08 26	PA1 PA1		XI XI		XI XI			XI XI	XI XI			
OOSA SALALAH/Salalah AS					XI						XI		
	07 25	NPA PA1		XI XI		X X			XI XI	XI XI			No significant obstacle for RWY 07/25
<b>QATAR</b>			X XI										
OTBD DOHA/Doha Intl RS					X						XI		
	16 34	NPA PA2		XI XI		XI XI	XI						
<b>SAUDI ARABIA</b>			X										
OEDF DAMMAM/King Fahd Intl RS					XI			XI					
	16L 34R	PA1 PA1		XI XI		XI XI	XI XI		XI XI				
	16R 34L	PA1 PA1		XI XI		XI XI	XI XI		XI XI				
OEJN JEDDAH/King Abdulaziz RS					XI			XI					
	16R 34L	PA2 PA2		XI XI		XI XI	XI XI		XI XI				
	16C 34C	PA2 PA2		XI XI		XI XI	XI XI		XI XI				
	16L 34R	PA1 PA1		XI XI		X X			XI XI				
OEMA MADINAH/Prince Mohammad Bin Abdulaziz RS					XI			XI					
	17 35	PA1 PA1		XI XI		X X			XI XI				
	18 36	NPA PA1		XI XI		X X			XI XI				
OERK RIYADH/King Khalid Intl RS					XI			XI					
	15L 33R	PA1 PA1		XI XI		XI XI	XI XI		XI XI				
	15R 33L	PA1 PA1		XI XI		XI XI	XI XI		XI XI				

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>SYRIA</b>			X										
OSAP ALEPPO/Aleppo Intl. RS	09 27	NINST NPA		XI	XI	X							
OSLK BASSEL AL-ASSAD/Latakia RS	17 35	NPA NINST		XI	XI	X							
OSDI DAMASCUS/Damascus Intl RS	05L 23R	NPA PA1		XI XI	XI	XI XI	XI XI		XI XI		XI		
	05R 23L	NPA NPA		XI XI		X X	XI XI		XI XI				
<b>UNITED ARAB EMIRATES</b>			X XI										
OMAA ABU DHABI Intl RS	13R 31L	PA1 PA3		XI XI		— —	XI XI		XI XI				Obstacles depicted on the ADC and PATC
	13L 31R	PA3 PA1		XI XI		— —	XI XI		XI XI				
OMAL AL AIN/AI Ain Intl RS	01 19	PA1 NPA		XI XI	XI	X X							
OMDB DUBAI/Dubai Intl RS	12L 30R	PA3 PA3		XI XI		XI XI	XI XI		XI XI	XI XI			
	12R 30L	PA2 PA2		XI XI		XI XI	XI XI		XI XI	XI XI			
OMFJ FUJAIRAH/Fujairah Intl RS	11 29	NPA PA1		XI	XI	XI			XI				
OMRK RAS AL KHAIMAH/Ras Al Khaimah Intl RS	16 34	NPA PA1		XI XI	XI	X X			XI				
OMSJ SHARJAH/Sharjah Intl RS	12 30	NPA PA2		XI XI	XI	— —	XI		XI XI	XI XI			Obstacles depicted on the ADC and PATC

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>YEMEN</b>			X										
OYAA ADEN/Aden Intl RS					XI			XI					
	08 26	NPA PA1		XI XI		XI XI							
OYHD HODEIDAH/Hodeidah Intl RS					XI			XI			XI		AOC-A issued in AIP AMDT 02/06
	03 21	NPA NPA		XI XI		<del>XI</del> <del>XI</del>							
OYRN MUKALLA/Riyan RS					XI			XI					AOC-A issued in AIP AMDT 02/06
	06 24	NPA NPA		XI		<del>XI</del> <del>XI</del>							
OYSN SANA'A/Sana'a Intl RS					XI			XI					
	18 36	PA1 NPA		XI		XI XI			XI XI	XI XI			
OYTZ TAIZ/Ganad Taiz Intl RS					XI						XI		AOC-A issued in AIP AMDT 02/06
	01 19	NPA NPA		X X		<del>XI</del> <del>XI</del>							

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AIS/MAP TF/3  
Appendix 3F to the Report on Agenda Item 3

**FASID Table AIS-7**

**PRODUCTION RESPONSIBILITY FOR SHEETS OF  
THE WORLD AERONAUTICAL CHART - ICAO 1:1 000 000**

*EXPLANATION OF THE TABLE*

*Column*

1. Name of the State accepting production responsibility
2. World Aeronautical Chart — ICAO 1:1 000 000 sheet number(s) for which production responsibility is accepted.
3. Remarks.

State	Sheet number(s)	Remarks
<b>Afghanistan</b>	2336, 2337, 2430, 2431, 2442	
<b>Bahrain</b>	2547	
<b>Egypt</b>	2447, 2448, 2543, 2544	
<b>Iran, Islamic Republic of</b>	2338, 2339, 2428, 2429, 2443, 2444, 2548	
<b>Iraq</b>	2427, 2445	
<b>Israel</b>		
<b>Jordan</b>	2426, 2446, 2447	<i>Note: Jordan to cover its own territory within Amman FIR</i>
<b>Kuwait</b>	2445	<i>Note: Kuwait to cover its own territory in the within Kuwait FIR</i>
<b>Lebanon</b>	2426	<i>Note: Lebanon to cover its own territory in the within Beirut FIR</i>
<b>Oman</b>	2563, 2670	
<b>Qatar</b>		
<b>Saudi Arabia</b>	2446, 2545, 2546, 2564, 2565, 2566, 2668, 2669	
<b>Syrian Arab Republic</b>	2426 ( <del>Syrian Arab Republic only</del> )	<i>Note: Syria to cover its own territory within Damascus FIR</i>
<b>United Arab Emirates</b>		
<b>Yemen</b>	2686, 2687	

- Notes.**
- In those instances where the production responsibility for certain sheets has been accepted by more than one State, these States by mutual agreement should define limits of responsibility for those sheets.
  - The responsibility for the production of the WAC sheets: 2548, 2563, and 2670 is not yet assigned to any States.

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AIS/MAP TF/3  
Appendix 3G to the Report on Agenda Item 3

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**FASID TABLE AIS-8 — REQUIREMENTS OF THE  
INTEGRATED AERONAUTICAL INFORMATION PACKAGE**

*EXPLANATION OF THE TABLE*

*Column*

- 1 Name of the State or territory
- 2 Availability of AIP (see Remarks)
- 3 AIP Amendment issued at regular intervals or publication date
- 4 AIP Amendment - issued in accordance with AIRAC procedures
- 5 AIP Amendment – NIL notification issued when Amendment not published
- 6 AIP Supplement – issued regularly
- 7 AIP Supplement - issued in accordance with AIRAC procedures
- 8 NIL notification when AIP Supplement not issued on the AIRAC effective date previously published
- 9 AIC published as required
- 10 NOTAM issued on regular basis in accordance with the NOTAM format
- 11 Trigger NOTAM issued as required (Annex 15, paragraph 5.1.1.2)
- 12 Checklist of NOTAM issued as required (Annex 15, paragraphs 5.2.8, 5.2.8.1, 5.2.8.2)
- 13 Monthly printed plain language summary of NOTAM issued as required (Annex 15, paragraph 5.2.8.3)
- 14 AIRAC system implemented as required
- 15 NIL notifications issued as required
- 16 Remarks  
(Indicate if AIP is available in the restructured format and if not, expected date of implementation)

State/Territory	AIP	AIP AMENDMENT			AIP SUPPLEMENT			AIC	NOTAM				AIRAC		REMARKS
		REG	AIRAC	NIL	REG	AIRAC	NIL		REG	TRIGGER	CHKLIST	SUMMARY	REG	NIL	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
AFGHANISTAN															AIP published on the web
BAHRAIN	X	X	X	X		X		X	X	X	X	X	X	X	
EGYPT	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
IRAN ISLAMIC REPUBLIC	X	X	X	X	X	X		X	X	X	X	X	X	X	
IRAQ															AIP published on the web
ISRAEL	X	X						X	X						
JORDAN	X	X		X	X			X	X	X	X	X		X	
KUWAIT	X	X	X		X	X		X	X	X	X	X	X	X	
LEBANON	X	X	X	X				X	X		X	X	X		
OMAN	X	X	X	X		X	X	X	X	X	X	X	X	X	
QATAR	X	X	X	X		X		X	X	X	X	X	X	X	
SAUDI ARABIA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
SYRIAN ARAB REPUBLIC	X							X	X		X				
UNITED ARAB EMIRATES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
YEMEN	X	X			X	X		X	X	X	X	X			

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AIS/MAP TF/3  
Report on Agenda Item 4

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**REPORT ON AGENDA ITEM 4: REVIEW OF AIR NAVIGATION DEFICIENCIES in the AIS/MAP Field**

4.1 The meeting recalled that MIDANPIRG/8 developed Conclusion 8/54 inviting MID States to allocate sufficient resources for the elimination of the air navigation deficiencies and urged them to inform ICAO of any implementation problems they encounter in the elimination of deficiencies within their State(s) giving the rationale for non-elimination of deficiencies. To this end, States were requested to formulate and review on a regular basis an action plan including the rationale for non-elimination of deficiencies.

4.2 As a follow-up action to MIDANPIRG/8 Conclusion 8/54 related to air navigation deficiencies, MIDANPIRG/9, with a view to analyzing the rationale for non-elimination of air navigation deficiencies, under Conclusion 9/61, proposed an amendment to the uniform methodology for the identification, assessment and reporting of air navigation deficiencies.

4.3 It was brought to the attention of the meeting that MIDANPIRG/9 had reviewed, analyzed and prioritized the list of air navigation deficiencies and agreed that a database of regional air navigation deficiencies providing secure access to authorized users, be developed, taking into consideration the work done by the CAR/SAM Regions.

4.4 The meeting was also reminded, that MIDANPIRG/8 under Decision 8/51 (*SAFETY OF AIR NAVIGATION SERVICES IN THE MID REGION*) agreed to establish an Air Navigation Safety Working Group (ANS WG) with a view to identify resources and to act as a resource for resolving deficiencies. The meeting recalled that the ANS WG/1 meeting was held in Cairo, 21-23 February 2005.

4.5 The updating of the list of deficiencies, which is considered as a living document, is an on-going activity of the Secretariat to reflect the identified/reported air navigation deficiencies in the MID Region. Taking into consideration the replies received and the information provided during the meeting, the Task Force reviewed and updated the list of deficiencies in the AIS/MAP field as at **Appendix 4A** to the report on Agenda Item 4.

4.6 In view of the above, the Task Force recognized that AIS/MAP services in the region still require serious attention from States and ICAO in order to alleviate identified deficiencies and reiterated the need to take urgent action on MIDANPIRG/9 Conclusion 9/64 related to the elimination of air navigation deficiencies.

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AIS/MAP TF/3  
Appendix 4A to the Report on Agenda Item 4

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

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

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
6	ANNEX 15 Para. 5.2.8.3		Non-production of the monthly printed plain language summary of NOTAM	January 2003		H O	Need to produce the monthly printed plain language summary of NOTAM	Afghanistan	Dec. 2006	A
7	ANNEX 4 Para. 7.2		Non-production of the Enroute Chart-ICAO	May 1995		F H O	Need to produce the Enroute Chart-ICAO	Afghanistan	Dec. 2006	A
8	ANNEX 15: Para 4.1.1		Non-production of Aerodrome Obstacle Chart-ICAO Type A	May 1995		F H O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Afghanistan	Dec. 2006	A
9	ANNEX 15: Para 4.2.9 & 4.3.7		Non-production of Aerodrome/ Heliport Chart - ICAO	May 1995		F H O	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int'l Aerodromes	Afghanistan	Dec. 2006	A
10	ANNEX 15: Para 6.		Non-production of Instrument Approach Chart-ICAO	January 2003		F H O	Need to produce Instrument Approach Chart-ICAO for all Int'l Aerodromes	Afghanistan	Dec. 2006	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

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

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

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

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
No deficiency has been reported in the AIS/MAP field									

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

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

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Egypt	Dec. 2006	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
 IRAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003	ICAO to follow up with State	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Iran	Dec. 2007	U
2	ANNEX 4 Para. 3.2		Non-production of Aerodrome Obstacle Chart-ICAO Type A	May 1995	ICAO to follow up with State	F O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Iran	Dec. 2006	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
3	ANNEX 4 Para. 13.2		Non-production of Aerodrome/ Heliport Chart - ICAO	May 1995		F H	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int'l Aerodromes	Iran	Dec. 2006	A
4	ANNEX 4 Para. 6.2		Precision Approach Terrain Chart-ICAO for Tehran Mehrabad Int'l Airport RWY 29L not updated	July 2001		F H	Precision Approach Terrain Chart-ICAO for Tehran Mehrabad Int'l Airport RWY 29L has to be updated	Iran	June 2006	A
5	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iran	Dec. 2006	B

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

Deficiencies in the AIS/MAP field  
IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	ANNEX 15: Para 4.1.1		Newly Restructured AIP	June 1996		F H O	Need to produce and issue the new restructured AIP	Iraq	Dec. 2006	U
2	ANNEX 15: Para 4.2.9 & 4.3.7		Lack of regular and effective updating of the AIP	January 2003	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Iraq	Dec. 2006	U
3	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	ICAO to follow up with State	F H O	Need to fully comply with the AIRAC procedure	Iraq	Dec. 2006	U
4	ANNEX 15: Para 3.6.4		Implementation of WGS-84	December 1997		F H O	Need to implement WGS-84	Iraq	Dec. 2006	U
5	ANNEX 15 Para. 3.2		Implementation of a Quality System	January 2003		F H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Iraq	Dec. 2007	U
6	ANNEX 15 Para. 5.2.8.3		Non-production of the monthly printed plain language summary of NOTAM	January 2003		H O	Need to produce the monthly printed plain language summary of NOTAM	Iraq	Dec. 2006	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
7	ANNEX 4 Para. 7.2		Non-production of the Enroute Chart-ICAO	May 1995		F H O	Need to produce the Enroute Chart-ICAO	Iraq	Dec. 2006	A
8	ANNEX 4 Para. 13.2		Non-production of Aerodrome/ Heliport Chart - ICAO	May 1995		F H O	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int'l Aerodromes	Iraq	Dec. 2006	A
9	ANNEX 4 Para. 11.2		Non-production of Instrument Approach Chart-ICAO	January 2003		F H O	Need to produce Instrument Approach Chart-ICAO for all Int'l Aerodromes	Iraq	Dec. 2006	A
10	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iraq	Dec. 2006	B
11	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Mar. 2004		F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Iraq	Dec. 2006	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

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

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	ICAO to follow up with State	H O	Need to fully comply with the AIRAC procedures	Israel	Dec. 2006	U
2	ANNEX 15: Para 3.6.4		Implementation of WGS-84	December 1997		H O	Need to implement WGS-84	Israel	Dec. 2006	U
3	ANNEX 15 Para. 3.2		Implementation of a Quality System	January 2003		H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Israel	Dec. 2007	U
4	ANNEX 15 Para. 5.2.8.3		Non-production of the monthly printed plain language summary of NOTAM	January 2003		H	Need to produce the monthly printed plain language summary of NOTAM	Israel	Dec. 2006	A
5	ANNEX 4 Para. 7.2		Non-production of the Enroute Chart-ICAO	May 1995		S O	Need to produce the Enroute Chart-ICAO	Israel	Dec. 2006	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

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Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
6	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Mar. 2004		H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Israel	Dec. 2006	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
JORDAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para. 6.		Lack of implementation of AIRAC System	Mar. 2004	ICAO to follow up with State	H O	Need to fully comply with the AIRAC procedure	Jordan	Dec. 2006	U
2	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Jordan	Dec. 2006	U
3	Doc 8126 Para. 3.2.2 & 3.3		Lack of adequate resources and efficient working arrangements	Jul. 2005		F H	Need to provide AIS (including AIS Briefing Offices) with adequate resources and efficient working arrangements	Jordan	Jun. 2007	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

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

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Kuwait	Dec. 2006	U
2	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	H O	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Kuwait	Dec. 2006	A
3	ANNEX 15 Para. 3.2		Implementation of a Quality System	January 2003		H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Kuwait	Dec. 2007	U
4	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Kuwait	Dec. 2007	B

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

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

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Lebanon	Dec. 2006	A
2	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Lebanon	Dec. 2007	U
3	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Lebanon	Dec. 2007	B

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

Deficiencies in the AIS/MAP field  
OMAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	Mar 2004	ICAO to follow up with State	H O	Need to fully comply with the AIRAC procedures	Oman	Dec. 2006	U
2	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Oman	Dec. 2007	U
3	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Jul. 2005		F H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Oman	Jun. 2007	A
4	Annex 15 Para. 3.6.5		Lack of AIS automation	Jul. 2005		F H	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Oman	Jun. 2007	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
5	Doc 8126 Para. 3.2.2 & 3.3		Lack of adequate resources and efficient working arrangements	Jul. 2005	F H	Need to provide AIS (including AIS Briefing Offices) with adequate resources and efficient working arrangements	Oman	Jun. 2007	A

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

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
1	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Qatar	Dec. 2006	A
2	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Qatar	Dec. 2007	U
3	ANNEX 4 Para. 13.2		Non-production of Aerodrome/ Heliport Chart - ICAO	May 1995		H O	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int'l Aerodromes	Qatar	Dec. 2006	A
4	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Mar. 2004		H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Qatar	Dec. 2006	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

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

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

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
5	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Saudi Arabia	Dec. 2006	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the AIS/MAP field  
SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	ICAO to follow up with State	F H	Need to fully comply with the AIRAC procedures	Syria	Dec. 2006	U
2	ANNEX 15: Para. 3.6.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan. 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Syria	Dec. 2006	A
3	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Syria	Dec. 2007	U
4	ANNEX 4 Para. 3.2		Non-production of Aerodrome Obstacle Chart-ICAO Type A	Mar 2004	For some RWYs in Syria, the Aerodrome Obstacle Chart-ICAO Type A has not been produced	F H	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Syria	Dec. 2006	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*	
5	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Syria	Dec. 2007	B
6	ANNEX 15: Para 4.2.9 & 4.3.7		Lack of regular and effective updating of the AIP	Jul. 2005	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Syria	Dec. 2006	U
7	ANNEX 15 Para. 3.1.1.2, 3.1.5, 3.1.6 & 4.1		Lack of consistency between the different Sections of the AIP containing the same information.	Jul. 2005		H	Need to review the AIP for consistency.	Syria	Dec. 2006	U
8	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Jul. 2005		F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Syria	Dec. 2006	A
9	Annex 15 Para. 3.6.5		Lack of AIS automation	Jul. 2005		F H	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services.	Oman	Jun. 2007	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

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

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>	Description	Executing body	Date of complete	Priority for action*
<p>No deficiency has been reported in the AIS/MAP field</p>									

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

Deficiencies in the AIS/MAP field  
YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
1	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May 1995	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Yemen	Dec. 2006	U
2	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan. 2003		F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Yemen	Dec. 2007	U
3	ANNEX 4 Para. 7.2		Non-production of the Enroute Chart-ICAO	May 1995		F H	Need to produce the Enroute Chart-ICAO	Yemen	Dec. 2006	A
4	ANNEX 4 Para. 11.2		Non-production of Instrument Approach Chart-ICAO	January 2003	Yemen has produced the Instrument Approach Chart-ICAO except for TAIZ Intl Airport	O	Need to produce Instrument Approach Chart-ICAO for all Int'l Aerodromes	Yemen	Dec. 2006	A
5	ANNEX 4 Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Yemen	Dec. 2007	B

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

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/Rationale for non-elimination <sup>1</sup>		Description	Executing body	Date of complete	Priority for action*
6	ANNEX 15 Para. 8.1		Non provision of pre-flight information service at international airports	Mar. 2004		F H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Yemen	Jun. 2007	A
7	Annex 15 Para. 3.6.5		Lack of AIS automation	Jul. 2005		F H	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services.	Yemen	Jun. 2007	A

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

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Report on Agenda Item 5

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**REPORT ON AGENDA ITEM 5: AIS AUTOMATION AND QUALITY SYSTEM****5.1 AIS Automation**

5.1.1 Under this agenda item the meeting highlighted the importance of AIS automation. In this regard, the importance of aeronautical information and charts services in the context of the CNS/ATM systems was underlined and the need to further develop AIS/MAP to support the new global ATM operational concept was pointed out. At the core of the emerging CNS/ATM requirements lays AIS automation which, will provide timely and accurate aeronautical information and contribute to improved safety, increased efficiency and greater cost-effectiveness to users.

5.1.2 With reference to Annex 15, it was recalled that the major objective of AIS is to ensure the flow of aeronautical information necessary for the safety, regularity and efficiency of international civil aviation and that States shall take all necessary measures to ensure that aeronautical information/data they provide is adequate, of required quality and timely. In fact, Annex 15 (paragraph 3.6.6) recommends that automation in AIS should be introduced with the objective of improving the speed, accuracy, efficiency and cost effectiveness of aeronautical information services.

5.1.3 The meeting recognized that although the paper-based AIS has served the aeronautical community for more than 50 years, and led to the establishment of a whole AIS support industry, it is becoming more and more archaic and incompatible with increasingly automated flight and air traffic management systems, which largely rely on timely, accurate and quality assured aeronautical data and that the paper-based AIS is source of integrity errors, incoherence and distribution delays.

5.1.4 It was highlighted, in this regard, that the new navigation and ATM systems are data-dependent, all requiring access to Aeronautical Information of a considerably higher quality and timeliness than is currently generally available. Essential improvement of current methods of operation must continue, whilst in parallel, AIS must transit to significantly different methods of information provision and management so as to meet the future needs of airspace users in a safe, timely and cost effective way.

5.1.5 In this context, the meeting recalled that the ANC/11 recognized that an important premise of the global ATM operational concept is the provision and share of timely, accurate and quality-assured information on a system-wide basis. The extensive sharing of information encourages collaborative decision-making, thereby allowing air traffic management to optimize efficiency in the conduct of its operations. The ANC/11 stressed out that aeronautical information services (AIS) and meteorological services (MET) are subsets of the ATM information requirements and therefore, would need to be fully addressed when developing ATM requirements.

5.1.6 The meeting was informed also that the ANC/11 recognized that there were issues that had to be considered as the aviation community moved to a digital environment. Among these was the need to ensure that as more and more data became available through electronic means, obtaining such data should remain affordable. Additionally, it was recalled that a large portion of the aviation community continued to use paper products and that not all would immediately embrace the digital age. Therefore, it was necessary to ensure that this portion of the aviation community continued to have access to necessary data and that their needs were considered. Finally, it was pointed out that developing States had particular needs as they would not always be in a position to move quickly to a digital environment and this had to be considered from a global perspective.

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5.1.7 In view of the above, the ANC/11 developed the following Recommendation:

*Recommendation 1/8 — GLOBAL AERONAUTICAL INFORMATION MANAGEMENT AND DATA EXCHANGE MODEL*

*That ICAO:*

- a) *when developing ATM requirements, define corresponding requirements for safe and efficient global aeronautical information management that would support a digital, real-time, accredited and secure aeronautical information environment;*
- b) *urgently adopt a common aeronautical information exchange model, taking into account operational systems or concepts of data interchange, including specifically, AICM/AIXM, and their mutual interoperabilities; and*
- c) *develop, as a matter of urgency, new specifications for Annexes 4 and 15 that would govern provision, electronic storage, on-line access to and maintenance of aeronautical information and charts.*

5.1.8 Recognising the operational need for AIS information in electronic format, many States are in the process of designing and implementing, individually or on a regional basis, reference aeronautical information databases. The undertaking by States of such developments in isolation could be an unnecessary duplication of effort, which is likely to lead into incompatibility problems. While some States have already automated their AIS, others are still in the process of doing so, or are in the planning stage. Consequently, it is highly desirable that all AIS systems be automated along the same or similar lines in order to ensure compatibility.

5.1.9 In this regard, the question concerning the legal electronic AIP (eAIP) status and ICAO position on this matter was repeatedly raised. The development of necessary specifications and clear provisions related to the eAIP content, structure, presentation and format (PDF or HTML format, etc) is becoming urgent.

5.1.10 Taking into consideration that the development of a global standard by ICAO might take time, the meeting invited States, who have not yet done so, to publish their Integrated Aeronautical Information Package in PDF/HTML format on a CD-ROM without discontinuing the provision of the information in hardcopy as stated in Doc 8126 para. 2.6.12 “*States introducing provision of aeronautical information in electronic form must continue to provide it in paper copy form as well*”.

5.1.11 The meeting recalled that, MIDANPIRG/9 meeting recognized that one of the major challenges of the MID Region is in the automation of AIS. The objective is to ensure that the right information reaches the end-user where and when required. Accordingly MIDANPIRG/9 endorsed the following Conclusions:

*CONCLUSION 9/26: ENHANCED PRE-FLIGHT INFORMATION SERVICE*

*That, with a view to avoid overloading pilots with aeronautical information, which are either not important or not relevant to their flight, States are encouraged to:*

- a) *refrain from retaining NOTAMs in force for indefinite periods;*

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- b) *implement in their automated pre-flight information systems:*
  - i) *a selection functionality based on the ICAO NOTAM Selection Criteria, in order to enable the selection of particular information in the Pre-flight Information Bulletins (PIBs), and*
  - ii) *an update briefing functionality in order to enable the notification of updates following an initial briefing.*

**CONCLUSION 9/27:**     *APPROACH TO AIS AUTOMATION*

*That, with a view to ensure progressive implementation of automated AIS systems in accordance with the AIS Manual (Doc 8126) and the MID Basic Air Navigation Plan provisions, States, which have not yet introduced automation within their Aeronautical Information Services, are urged to:*

- a) *plan to initially automate their NOTAM and pre-flight information services; or*
- b) *arrange for the provision of automated services on their behalf on the basis of bilateral or multilateral agreements with States or other non-governmental organizations.*

*Note: In case a State has an AIS automation plan for, it should be ensured that the automated NOTAM and pre-flight information system to be implemented is modular, expandable and based on data exchange concept to support further developments and applications.*

**CONCLUSION 9/28:**     *HARMONIZATION OF AIS, MET AND FPL INFORMATION*

*That, in any approach to AIS automation, States should take the necessary measures to enable users to access both AIS and MET information from a common interface based on the flight plan entry, to support combined AIS/MET/FPL pre-flight briefing.*

5.1.12       With regard to the status of implementation of AIS automation in the MID Region, and based on the results of the survey carried out in 2003-2004 and from the information gathered during Missions to 5 MID States in the second half of 2005, the meeting noted that:

- a) The majority of MID States have not yet implemented an aeronautical database. The integrity of the information contained in some NOTAM databases, already implemented, is not regularly checked using a Cyclic Redundancy Check tool (CRC).
- b) The majority of NOTAM Offices in the MID Region are partially automated and number of them are not automated at all.
- c) An important number of Aerodrome AIS Units are not automated. The PIBs are either not produced or produced using a semi-automated process generally without a filtering based on the NOTAM qualifiers (NOTAM Selection Criteria).
- d) No State has fully automated the production process of its AIP and aeronautical charts.

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- e) Only one State has published its Integrated Aeronautical Information Package (IAIP) on a CD-ROM. However, four more States are planning to do so by the end of 2006. The IAIP of these States will be available also on the website, whereas actually two States have posted their AICs, AIP Supplements and NOTAM summaries on the web.
  - f) Few States have implemented a harmonized AIS/MET/FPL pre-flight briefing system.
  - g) There is a common request seeking for ICAO guidance material on AIS automation and quality system implementation.
  - h) Some States have expressed the need for training of their AIS personnel, particularly on those aspects related to AIS automation.

5.1.13 In the context of planning for implementation of the future ATM system based on the operational concept, the meeting recalled also that the ANC/11 noted that there was already a well-established inter-relationship between the regional Air Navigation Plans (ANPs) and the Global Plan. However, there was a pressing requirement to make up-to-date air navigation planning information more available and functional for all those involved in the planning process. It was noted that ICAO had already developed a Global Air Navigation Plan Database that supports CD-ROM and hard copy ANP publication formats, and that the database is able to take advantage of internet-based database and mapping technologies.

5.1.14 The meeting noted that, recognizing that access to an ICAO Global Air Navigation Plan (GANP) database and associated planning services through a web-based GIS portal would constitute an invaluable tool to support, integrate and monitor the planning and implementation of harmonized regional, interregional and global air navigation infrastructures; ALLPIRG/5 meeting held in Montreal, 23-24 March 2006, noted the progress made in the development of the ICAO GANP database and invited PIRGs to utilize through the ICAO GIS portal the ICAO GANP database and associated planning services to ensure currency, coordination and implementation of regional air navigation planning and contribute to the further development of air navigation plans as the framework for the efficient implementation of new air navigation systems and services at the national, regional, inter-regional and global levels.

5.1.15 The meeting appreciated the presentation made by Mr. Werner Kurz, Director International Aviation affairs, Jeppesen, entitled "*AIS IN THE 21<sup>ST</sup> CENTURY, THE ROLE OF AIS TO SUPPORT PERFORMANCE BASED OPERATION*". Mr. Kurz highlighted that future aircraft operation and navigation will be based on defining performance requirements in form of RNP values and that efforts of all States must be aimed at providing positioning and navigation data at the required integrity and performance levels to support the various applications in the ATM world. High data integrity needs to be achieved everywhere in the data chain. This requires to turn away from manual processes to the largest possible extent. For future developments it is essential that electronic storage, provision, update and interrogation of aeronautical databases and charts (including terrain and obstacle information) are implemented.

5.1.16 With a view to enhance the level of automation within MID States Aeronautical Information Services, and in order to overcome the deficiencies related to aeronautical information/data still processed manually, the meeting agreed that AIS automation should be implemented in an evolutionary manner taking into account experiences and implementation strategies/techniques being adopted in adjacent States and Regions. Accordingly, the meeting reiterated the need to comply with MIDANPIRG/9 Conclusions 9/26, 9/27 and 9/28 relative to AIS automation and developed the following Draft Conclusions:

AIS/MAP TF/3  
Report on Agenda Item 5**DRAFT CONCLUSION 3/2: ADVANCE POSTING OF THE AIRAC INFORMATION ON THE WEB**

*That, with a view to improve the timeliness of aeronautical information, MID States are invited to arrange for the advance posting of AIRAC information on the web, before dissemination of the official hardcopies of the AIP Amendment/Supplement.*

**DRAFT CONCLUSION 3/3: ELECTRONIC AIP (eAIP)**

*That,*

- a) *pending the development of Global eAIP provisions, MID States, who have not yet done so, publish their Integrated Aeronautical Information Package in PDF/HTML format on a CD-ROM, without discontinuing the provision of the information in hardcopy; and*
- b) *in order to prevent proliferation of eAIP formats, ICAO consider developing necessary specifications and clear provisions related to the eAIP content, structure, presentation and format.*

**5.2 Quality System**

5.2.1 The meeting recalled that as of 1 January 1998:

*"Each Contracting State shall take all necessary measures to introduce a properly organized quality system containing procedures, processes and resources necessary to implement quality management at each function Stage. The execution of such a quality management shall be made demonstrable for each function stage, when required"* (Annex 15, Chapter 3 paragraph 3.2.1, refers).

5.2.2 Reference was made also to paragraph 3.2.2 of Annex 15 which recommends that the quality system established should be in conformity with the International Organization for Standardization (ISO) 9000 series of quality assurance standards, and certified by an approved organization.

5.2.3 To comply with ISO 9001:2000 requirements, an organization needs, inter-alia, to:

- a) demonstrate its ability to consistently provide products that meet customer and applicable regulatory requirements, and
- b) address customer satisfaction through the effective application of the system, including processes for continual improvement and the prevention of non-conformity.

5.2.4 The meeting recognized that availability and timeliness of aeronautical information will always be important; however, quality must be re-emphasized, especially in support of those systems that now rely and will rely in the future on navigation data contained in on-board databases. As GNSS technology and RNP/RNAV concepts evolve and as systems become dependent on data in databases, especially those systems applying point-to-point navigation techniques, the quality of data will assume a greater role within the aviation community. For example, the quality of pathpoints to support precision GNSS approaches will be absolutely critical to flying a successful final approach segment in RNP airspace.

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5.2.5 The meeting was apprised also of the outcome of the ANC/11 related to the integrity of aeronautical information to support RNAV and GNSS-based operations. In this regard, the ANC/11 was made aware that, during the first GNSS procedure and RNAV operation implementation trials, deficiencies revealed in the quality of the aeronautical data in airborne systems had included errors and/or discrepancies between the data published in the AIP. It was noted that the main sources of errors were as a result of non-compliance with the data quality provisions in Annex 15 during the origination phase and alteration of data during the various processes of the aeronautical data chain. Although several initiatives had been launched to address the problem of data integrity, especially in the context of RNAV implementation, there were no coordinated system or applicable standards to make sure that the required levels of data integrity are met all the way through the aeronautical data chain, from origination to end-use. The ANC/11 noted also the existence of some discrepancies between industry and the ICAO data quality requirements for accuracy, integrity and resolution. In the discussion of issues raised, safety aspects of aeronautical data quality, particularly the integrity of data for RNAV and GNSS-based operations, were emphasized by many States and international organizations. In this regard, the ANC/11 stressed an urgent need for ICAO to develop guidance material covering the acquisition of data from various sources, processing and assessment of the overall quality. It was also suggested that the task of harmonization of Annex 15 data quality requirements and corresponding industry standards be endeavoured without delay.

5.2.6 The meeting noted with concern that the Quality Management System Manual for AIS/MAP Services has not yet been published by ICAO.

5.2.7 The meeting recognized that, while the importance and need for the provision of high quality aeronautical information is gaining momentum, the implementation of quality system appears to be a specific domain with low degree of implementation among MID States. The meeting recalled that MIDANPIRG/9 reiterated the need to comply with Annex 15 provisions related to the implementation of quality system and to take urgent action on MIDANPIRG/8 Conclusion 8/34 and developed the following Conclusion related to a survey on the implementation of quality system within MID States' AISs:

*CONCLUSION 9/29: IMPLEMENTATION OF QUALITY SYSTEM WITHIN MID STATES' AISs*

*That, with a view to obtain information from MID States regarding the status of implementation of quality system within their Aeronautical Information Service and/or the difficulties they face to implement the required system:*

- a) ICAO MID Regional Office carries out a survey on the implementation of quality system; and*
- b) the results of this survey should serve as a basis for the development of a Quality Management Plan for the MID Region to guide and assist States in the implementation of a Quality Management System in conformity with the ISO 9000 series of standards.*

5.2.8 Based on the results of the survey carried out in the MID Region and the outcome of the 5 missions to States conducted within the framework of a SIP on implementation of QMS within MID States' AISs, it was noted that most MID States have not made satisfactory progress in the implementation of quality system. Three States in the MID Region have implemented a Quality Management System: i.e. Bahrain, Egypt and UAE, among them only two States have been certified ISO 9001:2000 (Bahrain and UAE). None of the States visited in 2005 has in place a QMS implemented in their AIS. However, they are planning to start the implementation of such system in the near future. The big majority of States need to be assisted to comply with Annex 15 provisions related to quality system. The lack of awareness about quality and the

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need/requirements for the implementation of a QMS for AIS/MAP Services was noted. In all cases States requested further ICAO guidance and seminars/workshops to facilitate greater knowledge and understanding of how to implement such system. A number of specific recommendations and tasks were identified, to be further addressed by States. The need for the harmonization of the AIS/MAP training programmes at regional/global level was also highlighted and guidelines from ICAO in this regard have been requested. In this respect, the meeting was informed that the English version of Doc 7192 Part E-3 "AERONAUTICAL INFORMATION SERVICES PERSONNEL TRAINING MANUAL PRELIMINARY EDITION – 2005" has been posted on the ICAO NET website at: <http://www.icao.int/cgi/icaonet.pl>.

5.2.9 The findings of the SIP on implementation of QMS within MID States' AISs could be summarized as follows:

- Generally the top management is committed to implement a QMS within AIS, but the commitment is verbal and not in a written form.
- The lack of planning activity was noted.
- The lack of written procedures and work instructions is remarkable.
- The job descriptions, duties and responsibilities are frequently not available.
- The AIS personnel have not undertaken quality system training and/or awareness programmes.
- The competence/skill of the AIS staff is not regularly evaluated. No licensing system for the AIS/MAP personnel is in place.
- There's no established procedure/mechanism to receive customer requirements and feedback.
- There's no established procedure for quality management review, control of non-conformities, corrective and preventive actions, etc.
- Service Level Agreements between AIS and its customers/data originators for the exchange of aeronautical data are not developed.

5.2.10 Based on the above, it was pointed out that the status of AIS in the MID Region and the quality of services provided are generally below the standard. It was strongly recommended that AIS be given a proper status within the Civil Aviation Administrations and that necessary resources and highly skilled, competent and trained personnel be available to AIS to improve the quality of services provided with a view to comply with Annex 4 and Annex 15 requirements. The meeting recalled in this regard, that the size and scope of a State's AIS should be determined, based on the volume of aircraft operations and the extent to which civil aviation facilities are provided. However, while the amount of information to be processed will vary from State to State, the nature of the responsibilities remains basically the same. The meeting highlighted also that necessary documentation and equipments are also prerequisites to expeditious provision of accurate and quality assured aeronautical information.

5.2.11 The meeting appreciated the presentation made by Bahrain on their experience for the implementation of a QMS in compliance with ISO 9001:2000 requirements and the certification process.

5.2.12 In view of the above, the meeting recognized that an effective quality system is one that is written and organised around the way each AIS operates. The "ready-made" solutions should be treated with some degree of caution. When the AIS Personnel are involved in the development and implementation of the quality system, they will develop a sense of "ownership" and provide an easier path to making the quality system work. Often it is difficult to inspire ownership of a quality system when it has been developed in isolation. Therefore, there is no short cut to the development and documentation of a robust quality system. It takes time and effort, but at the end is a worthy prize.

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5.2.13 The meeting was of view that Quality Management System (QMS) and Safety Management System (SMS) are based on the same concept (ISO 9000) and accordingly the implementation of QMS within AIS and SMS within ATS could be managed by one Directorate within the Civil Aviation Authority in coordination with the AIS Service Provider and ATS Service Provider. A number of the personnel of this Directorate have to be certified as ISO 9001 internal auditors who will help in the development, auditing and continual improvement of the QMS/SMS.

5.2.14 Taking into consideration the findings mentioned here-above and with a view to expedite the process of implementation of QMS in MID States' AISS, the meeting reiterated the need to comply with MIDANPIRG/8 Conclusion 8/32 "PROPER STATUS OF AIS" and urged States, who have not yet done so, to implement the methodology at **Appendix 5A** to the report on agenda item 5.

5.2.15 Based on the above the meeting developed the following Draft Conclusion and Decision:

**DRAFT CONCLUSION 3/4:        *METHODOLOGY FOR THE IMPLEMENTATION OF QMS WITHIN MID STATES' AISS***

*That, States, who have not yet implemented a QMS within their AIS, are urged to apply the methodology at **Appendix 5A** to the report on agenda item 5.*

**DRAFT DECISION 3/5: *ESTABLISHMENT OF A QMS IMPLEMENTATION ACTION GROUP***

*That, the QMS implementation Action Group is established with Terms of Reference as at **Appendix 5B** to the report on agenda item 5.*

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***METHODOLOGY FOR THE IMPLEMENTATION OF QMS WITHIN MID STATES' AISs***

With a view to expedite and foster the implementation of Quality Management Systems (QMS) within MID States AISs, the following methodology is adopted. States are urged to:

- a) Set up a project structure relative to the implementation of QMS (project team, managing Committee, etc) and appoint a quality manager.
- b) Appoint quality representatives from various areas of activity.
- c) Define the roles and responsibilities of the Project Team Members.
- d) Secure a financial commitment for the project.
- e) Increase the workforce awareness about quality management and the importance of customer satisfaction.
- f) Allocate necessary resources in order to implement, maintain and improve the quality system taking into consideration the customer requirements.
- g) Select a consultant to guide the process, assist in the correct interpretation of ISO 9000 requirements and ensure that the internal Team is kept on track for compliance.
- h) Determine the quality system framework/scope and decide if there is any permissible exclusion.
- i) Undertake quality system and English language proficiency training.
- j) Train internal auditors with a view to carry out internal audits of the system and participate in the process of development, implementation and continual improvement of the QMS.
- k) Motivate the AIS personnel, encourage the teamwork and get everybody involved in writing down how he carries out his parts of the AIS/MAP activities.
- l) Establish a mechanism/procedure to ensure that the competence/skill of the AIS staff is regularly evaluated and meet the requirements. A licensing system could be envisaged for this purpose.
- m) Establish a continuous dialogue with the end users and identify their requirements with a view to provide them with value-added, defect-free and high quality products that are timely and competitively priced.

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**MID REGION QUALITY MANAGEMENT SYSTEM IMPLEMENTATION ACTION GROUP  
(QMS AG)**

**A) TERMS OF REFERENCE**

With a view to support the implementation of Quality Management System in compliance with the ISO 9000 requirements within MID States' AISs, the MID Region QMS Action Group shall:

- 1) identify the difficulties that MID States could have to comply with Annex 15 requirements pertaining to quality system;
- 2) develop a common understanding of ISO 9000 requirements and develop associated guidelines as required;
- 3) foster the implementation of the methodology adopted in the MID Region for the implementation of QMS within Aeronautical Information Services;
- 4) guide the development and support the roll-out of an awareness campaign for QMS implementation within MID States;
- 5) monitor the implementation of QMS within MID States' AISs.

**B) COMPOSITION**

The QMS AG will be composed of the following Experts:

- Mr. Abdul Nasser A. Al-Emadi from Bahrain (*Rapporteur of the Group*)
- Mr. Mahfouz Mostafa Ahmed from Egypt
- Ms. Hanan Akram Qabartai from Jordan
- Mr. Ghorman Ashahre from Saudi Arabia
- Mr. Hussein Al –Sureihi from Yemen.

**C) WORKING ARRANGEMENTS**

The QMS AG shall report to the AIS/MAP Task Force.

The work of the QMS AG shall be carried out mainly through exchange of correspondence (email, facsimile, Tel, etc) between its Members.

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**REPORT ON AGENDA ITEM 6: LATEST DEVELOPMENTS IN THE AIS/MAP FIELD****6.1 Electronic Terrain and Obstacle Data (eTOD)**

6.1.1 Under this agenda item the meeting was apprised of the new requirements related to the provision of electronic Terrain and Obstacle Data (eTOD) introduced by Amendment 33 to Annex 15 with applicability dates:

- a) 20 November 2008 for those parts of the amendment related to the availability of terrain and obstacle data in accordance with Area 1 specifications and for the availability of terrain data in accordance with Area 4 specifications; and
- b) 18 November 2010 for those parts of the amendment related to the availability of terrain and obstacle data in accordance with Area 2 and Area 3 specifications.

6.1.2 The meeting recalled that Annex 15 requires to publish under GEN 3.1.6 the details of the Service or Organization responsible for the provision of eTOD.

6.1.3 The meeting noted that some difficulties related to the implementation of Amendment 33 requirements (new Chapter 10 of Annex 15) within the specified time-schedule have been raised by some States. With a view to expedite the process of implementation of eTOD requirements, the identification of recommended data formats, review of cross-boarder issues, clarification of terrain and obstacle data integrity requirements, initial assessment of liability and cost recovery issues, etc, are required. In addition, the need for harmonization and coordination of the implementation activities on a regional basis was required. In this regard, the meeting noted with appreciation that the ICAO Council approved a Special Implementation Project (SIP) for 2006 related to the organization of a four day-Seminar in the MID Region dealing with training matters pertaining to the provision of eTOD. This Seminar is tentatively scheduled for September 2006.

6.1.4 The meeting appreciated the presentation made by Mr. Stéphane Dubet, Head of Research and Development, DGAC France, Aeronautical Information Service, on eTOD. In his presentation, Mr. Dubet, put the subject in its framework by providing the meeting with necessary definitions and Terrain and Obstacle Data main characteristics and requirements. He presented briefly the SARPs pertaining to eTOD and addressed the implementation issue.

6.1.5 The meeting noted with concern that time for implementation of Amendment 33 to Annex 15 is becoming very critical. With a view to expedite the process of implementation of the Annex 15 new provisions, the meeting agreed that a collaborative approach of all players involved in the implementation process is required and invited States to:

- manage the implementation process as a project;
- develop a clear mandate/policy for the management of the project;
- define clearly the responsibilities of the different Administrations within and outside the Civil Aviation Authority in the implementation process (AIS, Aerodromes, Military, National Geographic/Topographic Administrations/Agencies, etc);
- secure the necessary budget for this project; and
- develop an implementation roadmap as soon as possible.

AIS/MAP TF/3  
Report on Agenda Item 6

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6.1.6 Based on the above the meeting developed the following draft Conclusions:

**DRAFT CONCLUSION 3/6 - ROADMAP FOR THE IMPLEMENTATION OF eTOD REQUIREMENTS**

*That,*

- a) *States develop their plans related to the implementation of eTOD requirements; and*
- b) *communicate their implementation roadmap to the ICAO MID Regional Office, prior to **31 August 2006**, specifying clearly if they would encounter any difficulty to comply with the dates of applicability.*

***DRAFT CONCLUSION 3/7 - COLLABORATIVE APPROACH FOR THE IMPLEMENTATION OF eTOD REQUIREMENTS***

*That, with a view to expedite the implementation of eTOD requirements, MID States:*

- a) *manage the implementation process as a project;*
- b) *develop a clear mandate/policy for the management of the project;*
- c) *define clearly the responsibilities of the different Administrations within and outside the Civil Aviation Authority in the implementation process (AIS, Aerodromes, Military, National Geographic and Topographic Administrations/Agencies, etc); and*
- d) *secure the necessary budget for this project.*

***DRAFT DECISION 3/8: ESTABLISHMENT OF AN eTOD WORKING GROUP***

*That, for harmonization and coordination of eTOD implementation activities on a regional basis, the electronic Terrain and Obstacle Data Working Group is established with Terms of Reference as at **Appendix 6A** to the report on agenda item 6.*

**6.2 AIS/MAP Timelines for the MID Region**

6.2.1 The meeting recalled that MIDANPIRG/9 under Conclusion 9/30 endorsed the AIS/MAP Timelines initially developed by the AIS/MAP TF/2 to be used as an internal planning tool for the implementation of specific AIS/MAP-related subjects.

6.2.2 Taking into consideration the new ICAO provisions related to the AIS/MAP field, introduced particularly by Amendment 33 to Annex 15, the meeting reviewed and updated the MID Region AIS/MAP Timelines as at **Appendix 6B** to the report on agenda item 6 and agreed to the following Draft Conclusion:

***DRAFT CONCLUSION 3/9: AIS/MAP TIMELINES FOR THE MID REGION***

*That, the AIS/MAP Timelines for the MID Region be updated as at **Appendix 6B** to the report on agenda item 6.*

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**MID REGION ELECTRONIC TERRAIN AND OBSTACLE DATA WORKING GROUP  
(eTOD WG)**

**A) TERMS OF REFERENCE**

With a view to harmonize, coordinate and support the eTOD implementation activities on a regional basis, the MID Region eTOD Working Group shall:

- 1) analyse the eTOD requirements and develop a common understanding of these requirements (clarify the needs in terms of data format, temporality, cross-border harmonisation and develop associated guidelines as required);
- 2) recommend the way forward the eTOD timely implementation;
- 3) develop and maintain a MID Region eTOD implementation strategy;
- 4) guide the development and support the roll-out of an awareness campaign for eTOD implementation within MID States;
- 5) carry out a theoretical study of candidates techniques for electronic Terrain and Obstacle Data acquisition including a cost benefit analysis;
- 6) develop a high level MID Region business case for eTOD implementation;
- 7) carry out a study case for a representative aerodrome from the MID Region;
- 8) assist States in the development of mandate/policy pertaining to the implementation of eTOD requirements;
- 9) develop an action plan for the implementation of eTOD requirements in the MID Region;
- 10) monitor the cost-conscious and timely implementation of eTOD requirements in the MID Region;
- 11) monitor and review latest developments pertaining to eTOD;
- 12) develop its work programme within the scope of its Terms of Reference;

**B) COMPOSITION**

The eTOD Working Group will be composed of Experts nominated by Middle East Provider States from different technical areas within and outside the Civil Aviation Authority (AIS/MAP, Aerodrome, Military, Procedure Designers, Navigators, surveyors, National Geographic Administration/Agency, etc).

ICAO, IATA and IFALPA are Observers.

Other representatives from industry and user Organisations having a vested interest in Aeronautical Information Services and eTOD in particular (NGA, NASA, ESRI, etc) could participate in the work of this Working Group.

**C) WORKING ARRANGEMENTS**

The eTOD Working Group shall report to the AIS/MAP Task Force.

The work of the eTOD Working Group shall be carried out mainly through exchange of correspondence (email, facsimile, Tel, etc) between its Members. The Working Group shall meet as required and at least once a year. The convening of the Working Group meetings should be initiated by the Rapporteur in coordination with the Members of the Group and ICAO MID Office.

*Note: The hosting State/Rapporteur will be designated further to the meeting after coordination between the ICAO MID Regional Office and all MID States.*

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**Middle East Region**  
**AIS/MAP IMPLEMENTATION PLAN**  
**Updated timelines**

**TIMELINES:**



**Global**



**Regional**



**National**









Middle East — Aeronautical Information Services Implementation																		
		1994	95	96	97	98	99	2000	01	02	03	04	05	06	07	08	09	2010
<b>Global</b>	<b>Provision of eTOD for Area 1 and Area 4</b>																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
<b>Global</b>	<b>Provision of eTOD for Area 2 and Area 3</b>																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	

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AIS/MAP TF/3  
Report on Agenda Item 7

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**REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME**

7.1 Under this agenda item, the meeting recalled that MIDANPIRG/9 under Decision 9/32 endorsed the Terms of Reference and Work Programme of the AIS/MAP Task Force.

7.2 Taking into consideration the latest developments in the AIS/MAP field the meeting reviewed and updated the Terms of Reference and Work Programme of the AIS/MAP Task Force as at **Appendix 7A** to the report on Agenda Item 7 and developed the following Draft Decision, accordingly:

**DRAFT DECISION 3/10: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE AIS/MAP TASK FORCE**

*That, the AIS/MAP Task Force's Terms of Reference and Work Programme be updated as at **Appendix 7A** to the report on agenda item 7.*

7.3 In accordance with the MIDANPIRG Procedural Handbook and based on its Terms of Reference and Work Programme, the Task Force agreed that its next meeting (AIS/MAP TF/4) be held in the first quarter of 2008 depending on ICAO MID Regional Office work programme. The venue will be ICAO MID Regional Office in Cairo, unless a State is interested in hosting this meeting.

7.4 The meeting then agreed on the provisional agenda for the AIS/MAP TF/4 meeting as at **Appendix 7B** to the report on Agenda Item 7.

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**MIDANPIRG  
AERONAUTICAL INFORMATION SERVICES AND AERONAUTICAL CHARTS  
TASK FORCE (AIS/MAP/TF)**

**1. TERMS OF REFERENCE**

The AIS/MAP Task Force shall:

- 1) examine the Status of implementation of the ICAO requirements in the field of AIS/MAP;
- 2) identify and review those specific deficiencies related to AIS/MAP and recommend action to be taken to eliminate them;
- 3) prepare amendments to relevant MID Basic ANP and FASID, as appropriate;
- 4) assist States to implement a quality system for aeronautical information in an expeditious manner;
- 5) monitor and review latest developments in the AIS/MAP field; and
- 6) foster the integrated improvement of aeronautical information services through proper training and qualification of the personnel performing technical duties in this aeronautical activity.

The AIS/MAP Task Force shall report to the ATM/SAR/AIS Sub-Group at each Sub-Group meeting.

**2. WORK PROGRAMME**

Ref	Tasks	Priority	Target Completion Date
1	Identify reasons that hinder States from implementation and adherence to the AIRAC System and suggest ways and means, which would facilitate adherence to the AIRAC System.	A	(1)
2	Analyze the status of implementation of WGS-84 in the MID Region and recommend measures to be taken to improve the situation.	A	(1)
3	Review the status of implementation of ICAO requirements pertaining to the Integrated Aeronautical Information Package and aeronautical charts in the MID Region.	A	(1)
4	Foster the standardized production of aeronautical charts in the MID Region, identifying the obstacles that some States could have in adjusting to the specifications of ICAO Annex 4 and recommend possible course of action to be taken by those States in order to comply with the requirements.	A	2007
5	Foster the implementation of Quality System within the Aeronautical Information Services in the MID Region, identifying the difficulties that States could have to comply with the specifications of ICAO Annex 15.	A	2007
6	Recommend possible course of action to be taken by each State in order to comply with ICAO requirements pertaining to Quality system.	A	2007
7	Develop a Quality assurance/management Plan for the MID Region to orient/assist States in the implementation of Quality Management System in accordance with ISO 9001-2000.	B	2007
8	Monitor and review technical and operating developments in the area of automation and AIS databases.	A	(1)
9	Develop a cohesive Air Navigation Plan for AIS Automation in the MID Region taking into consideration the outcome of the 11 <sup>th</sup> Air Navigation Conference.	B	2008
10	Carry out studies for the harmonization and automated processing of AIS, MET and FPL products in the MID Region;	A	2008
11	Prepare amendments to relevant MID Basic ANP and FASID, as appropriate.	A	(1)
12	Highlight the importance of giving AIS its proper status in the Civil Aviation Administrations.	A	(1)
13	Identify the AIS/MAP training resources available in the MID Region.	B	2008
14	Propose an AIS/MAP training action plan for the MID Region	B	2008
15	Address the issue of AIS/MAP personnel licensing and recommend action, as appropriate	B	2007
16	Harmonize, coordinate and support the eTOD implementation activities on a regional basis	A	2008

(1) Continuous Task

**3. PRIORITIES**

- A High priority tasks, on which work should be speeded up.
- B Medium priority tasks, on which work should begin as soon as possible, but without detriment to priority A tasks.
- C Tasks of lesser priority, on which work should begin as time and resources allow, but without detriment to priority A and B tasks.

**4. COMPOSITION**

MIDANPIRG Provider States + IATA + IFALPA

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AIS/MAP TF/3  
Appendix 7B to the Report on Agenda Item 7

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**FOURTH MEETING OF THE MIDANPIRG AIS/MAP TASK FORCE**

**PROVISIONAL AGENDA**

- Agenda Item 1: Adoption of provisional agenda.
- Agenda Item 2: Follow-up on MIDANPIRG Decisions and Conclusions relevant to the AIS/MAP field.
- Agenda Item 3: Status of implementation of AIS/MAP requirements in the MID Region.
- Agenda Item 4: Review of air navigation deficiencies in the AIS/MAP field.
- Agenda Item 5: AIS automation and quality system.
- Agenda Item 6: Latest developments in the AIS/MAP field
- Electronic Terrain and Obstacle Data (eTOD);
  - MID Region AIS/MAP implementation Plan.
- Agenda Item 7: Future Work Programme.
- Agenda Item 8: Any other business.

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AIS/MAP TF/3  
Report on Agenda Item 8

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**REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS**

**8.1 Global AIS Congress**

8.1.1 Under this agenda item the meeting recalled that in recognition of the critical role that aeronautical information will play in the ICAO Global ATM operational Concept, ICAO and Eurocontrol, in cooperation with the government of Spain and representatives from Australia, Canada, China, Japan, South Africa and the United States are organising the Global AIS Congress to be held in the auditorium of the Congress Centre “Palacio de Congresos” in Madrid, Spain, 27-29 June 2006. EUROCONTROL has agreed to provide the event facilitation. The Congress will be accompanied by an exhibition provided by industry.

8.1.2 The meeting noted that substantial work is ongoing in Europe to facilitate the evolution of Aeronautical Information Services (AIS) to meet the present and future information needs of Air traffic Management (ATM). The need to agree changes on a global basis is paramount yet no global forum exists to allow such debate to occur.

8.1.3 The objective of the Congress is to:

- a) bring together originators, processors, publishers, regulators, system designers, service providers and end users that collectively constitute the global AIS family;
- b) inform the audience on the evolving environment of ATM and the changing needs of aeronautical information;
- c) agree what changes are needed;
- d) demonstrate that technology exists to ease transition, and
- e) agree a road map for change and the means by which the global dialogue can be continued.

8.1.4 The meeting noted that drawing on collective experiences, requirements and needs the Congress will:

- a) agree what changes are needed;
- b) consider the essential role of AIS in the evolving ATM world;
- c) identify the key drivers for change;
- d) explore what must be done to ensure aeronautical information of the right scope and quality is made available;
- e) at a strategic level, review emerging technologies that will facilitate change in a practical and affordable manner; and
- f) outline a roadmap for the evolution of aeronautical information to assist ICAO in the difficult task of leading global change.

AIS/MAP TF/3  
Report on Agenda Item 8

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8.1.5 The meeting recalled that an invitation letter Ref.: T 2/7-05-0705.SLG has been forwarded to all MID States on 9 December 2005 to attend this Congress.

8.1.6 Based on the above the meeting invited States to support and attend the Global AIS Congress.

**8.2 Implementation of RNAV procedures in Egypt**

8.2.1 The meeting noted with appreciation that Egypt has published SIDs and STARs. The meeting was also apprised of Egypt's activities pertaining to the design and publication of conventional and RNAV flight procedures.

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AIS/MAP TF/3  
Attachment 1 to the Report

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AIS/MAP TF/3-REPORT  
**ATTACHMENT 1**

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ATTACHMENT 1

A1-8

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