



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**REPORT OF THE SECOND MEETING OF THE  
AIR NAVIGATION SAFETY WORKING GROUP  
(ANS WG/2)**

**(Cairo, 01 – 02 March 2007)**

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

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

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

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

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

1.1 The second meeting of the MIDANPIRG Air Navigation Safety Working Group (ANS WG/2) was held at the ICAO Middle East Regional Office, Cairo from 01 to 02 March 2007.

### **2. OPENING**

2.1 The meeting was opened by Mr. Mohamed R. M. Khonji, ICAO Regional Director, Middle East Regional Office, who welcomed all the participants to Cairo and the meeting. Mr. Khonji highlighted the importance of air navigation safety in view of changes to the world of aviation and challenges of providing additional capacities while maintaining and improving safety levels. He emphasized on the need to identify specific measures to reduce air navigation deficiencies in the MID Region to a minimum as well support the full implementation of SMS as per ICAO requirements. He also invited MID States to enhance their safety oversight capabilities and to insure establishment of sustainable safety oversight solutions to improve aviation safety and encouraged the exchange of information to promote mutual confidence in the level of aviation safety. The COSCAP Programme role in improving aviation safety was highlighted. Finally, Mr. Khonji wished the meeting every success in its deliberations.

### **3. ATTENDANCE**

3.1 The meeting was attended by a total of twenty-eight participants from seven MID States (Bahrain, Egypt, Jordan, Kuwait, Oman, Saudi Arabia and UAE) and two Organizations (IATA, IFALPA and). The list of participants is at **Attachment A**.

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

4.1 The meeting was chaired by Mr. Mohamed I. El-Kady, Director General Research & Development, National Air Navigation Services Company, Egypt. Mrs. Nawal Abdel Hady, Regional Officer Aerodromes and Ground Aids, and Mr. M. Smaoui, Regional Officer Aeronautical Information Services and Charts were the Secretary of the meeting. They were assisted by Mr. N. Antypas, Regional Officer Flight Safety, Mr. E. Gngang, Regional Officer Air Transport.

### **5. LANGUAGE**

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

### **6. AGENDA**

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda

Agenda Item 2: Follow-up on MIDANPIRG Conclusions and Decisions addressing Air Navigation deficiencies

Agenda Item 3: Outcome of DGCA/06 Conference related to Air Navigation Safety

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Agenda Item 4: Follow-up on measures taken to alleviate Air Navigation deficiencies

- 4.1 Uniform methodology for the identification, assessment and reporting of air navigation deficiencies
- 4.2 Unified Strategy to resolve safety related deficiencies
- 4.3 Air Navigation deficiencies database
- 4.4 Review of deficiencies in the air navigation fields
- 4.5 Analysis of the common deficiencies/findings identified within the framework of the Universal Safety Oversight Audit Programme
- 4.6 Establishing and management of a State's safety oversight system
- 4.7 Regional and sub-regional safety oversight Organizations activities (COSCAP)

Agenda Item 5: Implementation of Safety Management System in the MID Region

Agenda Item 6: Future work programme

Agenda Item 7: 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 2/1: ENHANCEMENT OF MID STATES' CAPABILITIES FOR SAFETY OVERSIGHT

DRAFT CONCLUSION 2/2: REGIONAL COOPERATION FOR SAFETY OVERSIGHT

DRAFT CONCLUSION 2/3: REQUIREMENTS FOR THE IMPLEMENTATION OF SMS

DRAFT DECISION 2/4: REVISED TERMS OF REFERENCE OF ANS WG

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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 THE 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

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**REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG CONCLUSIONS AND DECISIONS  
ADDRESSING AIR NAVIGATION DEFICIENCIES**

2.1 Under this Agenda Item, the meeting noted the follow up actions taken by the Secretariat and States on MIDANPIRG/9 Conclusions and Decisions addressing air navigation deficiencies as at **Appendix 2A** to the report on Agenda Item 2.

2.2 The meeting recalled that the MMS/3 meeting held in Jeddah, 4-6 September 2006, raised concern about the important number of current MIDANPIRG Conclusions and Decisions and was of view that the review of these Conclusions/Decisions consume a lot of time. Accordingly, the meeting was of view that each MIDANPIRG subsidiary body should review the MIDANPIRG Conclusions/Decisions related to its Terms of Reference (TOR) and decide whether to maintain, remove or replace these Conclusions/Decisions with more up-to-date ones.

2.3 Based on the above, the meeting agreed to review all MIDANPIRG/9 Conclusions/Decisions related to the air navigation deficiencies under the appropriate Agenda Items.

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Appendix 2A to the Report on Agenda Item 2

**FOLLOW-UP ACTION ON MIDANPIRG/9 CONCLUSIONS/DECISIONS**

CONCLUSIONS AND DECISIONS	FOLLOW-UP	REMARKS
<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) <del>develops an air navigation deficiencies database for the MID Region;</del></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>	<p>Action taken</p> <p>Ongoing</p>	<p>Still current</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	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>	<p>Still Current</p>
<p><b>DECISION 9/65: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE ANS WG</b></p> <p>That, revised Terms of Reference and Work Programme of the ANS WG be adopted as at Appendix 6N to the report on Agenda Item 6.</p>	<p>Action taken</p>	<p>To be superseded by draft Decision 2/4</p>

CONCLUSIONS AND DECISIONS	FOLLOW-UP	REMARKS
<p><b>CONCLUSION 9/66: SURVEY OF MET DEFICIENCIES IN THE MID REGION</b></p> <p>That, the MID Regional Office surveys deficiencies in the MET Field in the MID Region on a regular basis and focus on surveys and information to be obtained from IATA and other user organizations.</p> <p>Note: This Conclusion replaces MIDANPIRG Conclusion 8/53.</p>	<p>Ongoing</p>	

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Report on Agenda Item 3

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**REPORT ON AGENDA ITEM 3: OUTCOME OF DGCA/06 CONFERENCE RELATED TO AIR NAVIGATION SAFETY**

3.1 Under this Agenda Item, the meeting was apprised of the outcome of the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (DGCA/06), held at ICAO Headquarters in Montreal from 20 to 22 March 2006.

3.2 The meeting was informed that all documentation related to the Conference is available on the ICAO website at: <http://www.icao.int/icao/en/dgca/report.html>.

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Report on Agenda Item 4

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**REPORT ON AGENDA ITEM 4: FOLLOW-UP ON MEASURES TAKEN TO ALLEVIATE AIR NAVIGATION DEFICIENCIES**

4.1 Under this Agenda Item, the meeting recalled that MIDANPIRG/8 Conclusion 8/54 invited 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. 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, endorsed an amendment to the uniform methodology for the identification, assessment and reporting of air navigation deficiencies.

4.2 The meeting was also informed that during the review of MIDANPIRG/9 report by the ICAO Council, it was agreed that the proposal to amend the form used for the identification, assessment and reporting of air navigation deficiencies would be taken into account by the Secretariat at the next revision of the methodology. Accordingly, the meeting was of view that MIDANPIRG and its different subsidiary bodies continue to use the amended form as endorsed by MIDANPIRG/9.

4.3 With reference to MIDANPIRG/9, Conclusion 9/63, which indicates that a regional air navigation deficiencies database providing secure access to authorized users, be developed, The meeting noted that the database has been already developed and that it is expected that it will be available to States and users on a secured website very soon. A presentation on the establishment and use of MID air navigation deficiencies database was offered to the meeting, which included on-line reporting and requests for updating the deficiencies by respective States.

4.4 The meeting reviewed and updated the list of deficiencies in the AOP, AIS/MAP, ATM/SAR and CNS fields as at **Appendices 4A, 4B, 4C and 4D** to the report on Agenda Item 4.

4.5 IATA expressed its continuous support regarding the cooperation with concerned States and ICAO in rectification of deficiencies. IATA noted with appreciation that some of the deficiencies have been already alleviated. However, concern was raised regarding many other deficiencies, which continue to persist for a number of years.

4.6 The meeting recalled that MIDANPIRG/9 under *Conclusion 9/2 on Mandatory implementation of certification of International Aerodromes*, which is still valid, expressed its concern regarding the slow rate of progress in the implementation of certification of aerodromes and safety management system at aerodromes.

4.7 The meeting was apprised with ICAO initiative to compile a database on the global implementation of certification of aerodrome and safety management system and was informed that a survey has been conducted by ICAO in the second half of 2006 on the status of implementation of Annex 14—*Aerodromes*, Volume I — *Aerodrome Design and Operations* related provisions, in the MID Region. This survey is intended to provide a general overview of the status of implementation of these requirements; the information provided will assist ICAO in planning for the future work programme in the follow-up to their

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implementation. Fourteen MID States have responded to this survey. The meeting recognized that the level of implementation of certification of aerodromes and safety management system at aerodromes in the MID Region, is far below expectation and that related provisions of Annex 14 have not yet been fully implemented in most of MID States, accordingly they were reflected in the list of air navigation deficiencies in the AOP field.

4.8 The meeting recalled MIDANPIRG/9 Conclusion 9/66 related to MET deficiencies and noted that the CNS/MET SG/7 Meeting (*Cairo, 31 October – 02 November 2006*), under Draft Conclusion 7/11 agreed on the steps to be followed to enhance the collection of data related to MET deficiencies in the MID Region.

4.9 Based on the foregoing, the meeting reiterated MIDANPIRG/9 Conclusion 9/64, which is still current, and urged States to take appropriate actions to alleviate their air navigation deficiencies.

4.10 The meeting recalled the basic principles of the ICAO unified strategy to assist Contracting States experiencing difficulties in correcting safety deficiencies, such as the increased transparency, cooperation and assistance through the identification of problems, the analysis of root causes, the tailoring of solutions and implementation methods at a regional, sub-regional or State level.

4.11 The meeting was presented with an analysis of common deficiencies/findings identified within the framework of the Universal Safety Oversight Audit Programme and noted that the main areas of concern are as follows:

- lack of legislative framework and supporting regulations;
- lack of a well established civil aviation organisation where safety oversight functions and responsibilities are clearly defined;
- lack of training and qualified personnel especially those required to carry out safety oversight functions (inspectors); and
- lack of enforcement for the inspectors to allow them to carry out their safety oversight functions and take appropriate actions.

4.12 Based on the above, the meeting encouraged States to use the concept of the unified strategy to correct safety deficiencies and the supporting principles of increased transparency, cooperation and assistance.

4.13 The meeting noted that in the majority of audited States there is a lack of an adequate safety oversight system and infrastructure within the CAA and emphasized that; there is an urgent need to enhance State's safety oversight capabilities in an effort to improve aviation safety in the MID region.

4.14 The meeting recalled Contracted States responsibilities and their safety oversight obligations as signatories to Chicago Convention and supported the balanced approach to a State's safety oversight in which both the State and the aviation community share responsibility for the safe, regular and efficient conduct of civil aviation activities. The meeting was of the view that this relationship should be established in the primary aviation legislation, regulations and requirements and put into practice as a matter of policy and methodology of the CAA (safety management policy). In this respect, the meeting was also of the view that a safe and orderly civil aviation system cannot be attained unless each designated member is prepared to readily accept the implications of this policy, including committing the necessary resources to its implementation.

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4.15 In light of the increased challenges, faced by civil aviation authorities, the meeting underlined the importance of renewed commitment and political will to aviation safety on the part of State' governments and that States need to enhance their safety oversight capabilities.

4.16 The meeting was briefed on the 8 critical elements of a State' safety oversight system, that have been identified by ICAO which are required for the effective implementation of safety-related policy and associated procedures and that States are expected to implement safety oversight critical elements in a way that assumes the shared responsibility of the State and the aviation community. The meeting supported the view that the effective implementation of the critical elements is an indication of a State's safety oversight system. The meeting was apprised with the role of the "Cooperative Development of Operational Safety and Continuing Airworthiness Programme" - COSCAP programme, as a cooperative arrangement between groups of States aimed at enhancing safety and efficiency of air transport operation in a cost-effective manner. The meeting noted with appreciation that the activities carried out within the framework of the COSCAP-GS programme, currently established in the MID Region, improved safety.

4.17 The meeting was given a short presentation on COSCAP Programme. The presentation highlighted that some COSCAP Regional institutions have already broaden their scope of work to include ANS & Aerodromes, and that COSCAP activities is guided by its Steering Committee operating in accordance with each COSCAP institutional framework. Accordingly, the meeting felt that the name "COSCAP" does not reflect the actual objectives and aim of the Programme as it underlines Air Worthiness. The meeting was of the view that the name "COSCAP" would better change to reflect broaden scope of work. The meeting also encouraged MID States, which have not yet done so, to become member of a COSCAP Programme.

4.18 The meeting was of view that the establishment of Regional or Sub-Regional Safety Oversight Organizations (RSOO) could cover those safety oversight activities which are not currently carried out within the framework of the available COSCAP Programme.

4.19 Accordingly, the meeting developed the following draft Conclusions:

***DRAFT CONCLUSION 2/1:            ENHANCEMENT OF MID STATES' CAPABILITIES FOR SAFETY OVERSIGHT***

*That, with a view to improve aviation safety in the MID Region; MID States are urged to enhance their individual safety oversight capabilities and ensure the establishment and management of a sustainable safety oversight system.*

***DRAFT CONCLUSION 2/2:            REGIONAL COOPERATION FOR SAFETY OVERSIGHT***

*That, MID States:*

- a) cooperate bilaterally and/or jointly as a group of States to make the appropriate arrangements in order to strengthen their safety oversight capabilities; and*
- b) that have not yet done so, are encouraged to become a member of a COSCAP Programme.*

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Appendix 4A to the Report on Agenda Item 4

**Deficiencies in the AGA field**

**AFGHANISTAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	Annex 14 Vol. IFASID Table AOP-1MID/3 RAN Rec. 1/3ASIA/PAC 3 RAN, Rec.3/1	Kabul Intl. Airport	No VASIS on RWY 11/29	01/04/2000	Operations should be restricted to daylight VMC only	F, H, S	Operations should be restricted to daylight VMC only	DGCA	Dec. 2006 Dec. 2007	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 RAN Rec. 1/3ASIA/PAC 3 RAN, Rec.3/1	Kabul Intl. Airport	No ILS RWY 11/29	01/04/2000		F H S		DGCA	Dec. 2006 Dec. 2007	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	Description	Executing body	Date of completion	Priority for action
3	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Kabul & Kandahar Intl. Airports	Implementation of Certification of Aerodromes used for international operations	23/11/2006	F, H, O	Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	DGCA	2010	U
4	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Kabul & Kandahar Intl. Airports	Implementation of Aerodrome Operations Safety Management	23/11/2006	F, H, O	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	DGCA	2010	U

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

“H”= Human Resources

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**Deficiencies in the AGA field**

**BAHRAIN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	Annex 14 Vol. 1.4.1, 1.4.4	Bahrain Int'l Airport	Implementation of Certification of Aerodromes used for international operations	23/11/2006		H	Need to develop an Aerodrome Manual for the international aerodrome and insure it includes a Safety management system prior to granting the aerodrome certificate.	BCAA	Jan. 2008	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Bahrain Int'l Airport	Implementation of Aerodrome Operations Safety Management	23/11/2006		H	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations.	BCAA	2010	U

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

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“O”= Other unknown causes

Deficiencies in the AGA field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3, ASIA/PAC /3, Rec. 4/2, 4/10	Cairo Int'l Airport	Unreliable ILS glide slope operations for runway 05R	01/09/2001	Abrupt glide slope fluctuations result in erratic aircraft pitch behavior	F	Plan to install a new ILS	CAC	Dec. 2006	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Hurghada Int'l Airport	Apron & Taxiway lighting inadequate	01/09/2002		F	Apron & Taxiway lighting is to be improved	EAC	Dec. 2006 Dec. 2007	U
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Luxor Int'l Airport	PAPIS/VASIS not available	01/09/2002		F H		EAC	Dec. 2006 Dec. 2007	U
4	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3, ASIA/PAC /3, Rec. 4/2, 4/10	Cairo Int'l Airport	RWY 05R/23L surface is severely coated with rubber deposits, in particular TDZ	01/09/2002	Exported rubber removal equipments are planned to be in place within 2005/2006 financial budget.	H	Rubber deposits are to be removed	CAC	Dec. 2006 Aug. 2007	A

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

"H"= Human Resources

"S"= State (Military/political)

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Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
5	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Hurghada Int'l Airport	Heavy rubber accretion on runway	01/09/2002		F H	Rubber coats are to be removed	EAC	Dec. 2006 Dec. 2007	A
6	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Luxor Int'l Airport	Runway surface rough with heavy rubber accretion	01/09/2002		F H	Rubber deposits are to be removed and RWY Surface to be refurbished	EAC	Dec. 2006 Dec. 2007	A
7	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3, ASIA/PAC /3, Rec. 4/2, 4/10	Cairo Int'l Airport	RWY 05R lights have variable luminosity	01/04/2003	Preventive maintenance is made to overcome light variable luminosity to cope with required operational safety	F	Lights to be rectified (Improved and be completely alleviated)	CAC	Dec. 2006 Oct. 2006	A
8	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Hurghada Int'l Airport	Runway Marking inadequate	01/04/2003		F	Markings are to be improved	EAC	Dec. 2006 Dec. 2007	A
9	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Sharm El Sheikh Int'l Airport	Taxiway & Apron lighting inadequate	01/09/2003		F	Apron & Taxiway lighting is to be improved	EAC	Dec. 2006 Dec. 2007	U

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

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Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
10	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3, ASIA/PAC /3, Rec. 4/2, 4/10	Cairo Int'l Airport	Taxiway markings to stands confusing as old markings not removed. Stop markings at new Terminal 2 difficult to interpret.	01/09/2003	Problem exacerbated at night and when wet. Old markings are being removed and repainting is being done to all airport surface markings.	H	Remove old markings	CAC	Jul. 2007	A
11	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Sharm El Sheikh Int'l Airport	RWY 04 surface rough and undulation with heavy rubber accretion	01/09/2003		F H	Rubber deposits are to be removed and RWY Surface to be refurbished	EAC	Dec. 2006 Dec. 2007	A
12	MID Basic ANP & FASID (Doc 9708)	Alexandria Int'l Airport	Runway is short and current distance is 7221 FT with runway all up weight maximum 68000kgs	01/07/2004	Cannot be served as an alternate	F, O	This restriction require runway upgrade and length extension, CAA has no plans, at the time being, to upgrade the said runway as it is not possible, from the engineering point of view, to upgrade these runways. However, Borg el Arab Airport runway can be used for aircraft with Take off weight greater than 68 tones.	CAC	Dec. 2006 Dec. 2007	B

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

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Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action
13	Annex 14 Vol. 1.4.1, 1.4.4	Hurghada, Luxor, Aswan, Borg El Arab, Alexandria, Almaza, Taba, Alamain, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports	Implementation of Certification of Aerodromes used for international operations	23/11/2006	F, H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	ECAA	Dec. 2007	U
14	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Cairo, Hurghada, Sharm El-Shiekh, Luxor, Aswan, Borg El Arab, Alexandria, Marsa Alam, ALamainTaba, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports	Implementation of Aerodrome Operations Safety Management	23/11/2006	F, H	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations.	ECAA	Dec. 2008	U

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

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**Deficiencies in the AGA field**

**IRAN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3MID/3, Conc.1/6, Rec. 1/3ASIA/PAC 3 RAN, Rec.3/1	Mehrabad Int'l Airport	Precision approach lighting of RWY 29L has decreased to 600m due to highway interference	01/07/2001	Require is for ILS APP has increased to 1200m (State response: The length of precision APCH lighting will be completed up to dec 2006)	F S O	Lighting needs to be reinstalled on supports(Under progress)	CAO	End of 2007	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3MID/3, Conc.1/6, Rec. 1/3ASIA/PAC 3 RAN, Rec.3/4	Mehrabad Int'l Airport	Apron flood lighting is not adequate	01/04/2003		F H	New Apron is installed	CAO	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		Description	Executing body	Date of completion	Priority for action
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3MID/3, Conc.1/6, Rec. 1/3ASIA/PAC 3 RAN, Rec.3/1	Mehrabad Int'l Airport	Taxiways markings inadequate	01/11/2004	Impose difficulty on aircraft to maneuver	H F	Markings to be improved	CAO	Dec. 2006 End of 2007	U
4	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3MID/3, Conc.1/6, Rec. 1/3ASIA/PAC 3 RAN, Rec.3/1	Mehrabad Int'l Airport	Localizer Transmitter inoperative	01/12/2004	ILS approach cannot be used in such a mountainous area and at night	F S	Localizer Transmitter is operational , deficiency was temporarily	CAO	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	Description	Executing body	Date of completion	Priority for action
5	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Emam Khomaini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airport,	Implementation of Certification of Aerodromes used for international operations	23/11/2006	F, H	Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	DGCA	2010	U
6	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Emam Khomaini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airports	Implementation of Aerodrome Operations Safety Management	23/11/2006	F, H	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	DGCA	2010	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the AGA field

IRAQ

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action
1	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Baghdad & Basrah Intl. Airport,	Implementation of Certification of Aerodromes used for international operations	23/11/2006		F, H Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	ICAA	2010	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Baghdad & Basrah Intl. Airports	Implementation of Aerodrome Operations Safety Management Implementation of Certification of Aerodromes used for international operations	23/11/2006		F, H Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	ICAA	2010	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the AGA field**

**ISRAEL**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	No approach lights on RWY 02R/20L.	01/07/2000	Usually RWY 02L/20/20R in use (with non-standard PP. lights-SALS and PAPI) – available with VOR App.	F H	App. Lighting to be provided as soon as possible	IDF	<del>Dec. 2006</del> Dec. 2007	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Threshold markings/lighting do not conform to ICAO SARPs.	01/07/2000		H	To be rectified	EDF	<del>Dec. 2006</del> Dec. 2007	A
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Non-Standard taxiways lighting	01/01/2002		H	Lightings are to be rectifies	IDF	<del>Dec. 2006</del> Dec. 2007	U
4	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	No lighted sign with RWY designators	01/01/2002		H	Sign to be provided	IDF	<del>Dec. 2006</del> Dec. 2007	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	Description	Executing body	Date of completion	Priority for action	
5	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Limited parking space	01/01/2002	One wide-body plus 3 smaller aircraft Note: Recommended for operations with minimum not less than alternate minima	H S O	Reconsider Apron planning	IDF	Dec. 2006 Dec. 2007	A
6	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	No approach lighting	01/01/2003	PAPI (RWY 03) and APAPI (RWY 21)	F		EDF	Dec. 2006 Dec. 2007	U
7	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Aprons – limited space that is too close to runway	01/01/2003		S O		EDF	Dec. 2006 Dec. 2007	U
8	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3 ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	No taxiways to RWYs 26 and 21, and inbound from 08 and 03	01/01/2003	For RWYs 26 and 21, taxing is on active RWYS	S O		EDF	Dec. 2006 Dec. 2007	U
9	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	No taxiway	01/01/2003		F		EDF	Dec. 2006 Dec. 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	Description	Executing body	Date of completion	Priority for action
10	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	No high speed turn off end of RWYs: 21/03 and RWY 26	01/01/2003		S O	EDF	Dec. 2006 Dec. 2007	A
11	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Localizer (LOC) App. and DME plus PAPIS	01/01/2003	VOR/DME (LOT) available. Unstable LOC App due to ground movement interference (Notamed)Note:N not recommended for use by big jets (wide-body/4 engines)	H O	EDF	Dec. 2006 Dec. 2007	A
12	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Single runway used as taxiway, two turn-offs at south end (other turn-off is restricted), Runway width is 30 meters A/P defined as non instrument RWY- CVFRRWY has limited performance due to low PCN	01/01/2003	Loop available at end of RWY 03Limited to A/C up to 757	F S	EDF	Dec. 2006 Dec. 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	Description	Executing body	Date of completion	Priority for action	
13	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Using visuals to runway 30 for arrivals and for departures	01/02/2004		S H O	ATC insist on maintaining 4000ft until Past abeam runway threshold then cleared visual for runway. Performance requires stay inside 3.8 DME BGN for safety reasons	EDF	Dec. 2006 Dec. 2007	U
14	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Centre light RWY 26 too high from the asphalt may cause damage to tyres	01/09/2004		S O	Resurfacing RWY 26 will commence October 2004. Runway will be closed for 5 months	EDF	Dec. 2006 Dec. 2007	U
15	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Parking position marking very poor, sometimes even confusing due to changes	01/09/2004		F	This will not improve until new apron is opened	EDF	Dec. 2006 Dec. 2007	A
16	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Runway 26 Poor surface condition	01/09/2005	Requires resurfacing immediately	S O		EDF	Dec. 2006 Dec. 2007	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		Description	Executing body	Date of completion	Priority for action
17	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Junction of taxiways "M", "K", "F" is a hot spot	01/09/2005	Out bound traffic on "M" may find traffic vacating Runway 12 on "F" turning to "K" as opposite direction.	S O		EDF	Dec. 2006 Dec. 2007	U
18	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion Int. Airport	Bird strike problem exist at all times of the year.	01/09/2005		S O		EDF	Dec. 2006 Dec. 2007	A
19	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion, Int. Airport	New terminal apron and taxiway	01/09/2005		S O	Pilots should exercise extreme caution taxing inbound and on the new apron.	EDF	Dec. 2006 Dec. 2007	A
20	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion Int. Airport	Rapid population has increased around the rynways and taxiways	01/09/2005		S O		EDF	Dec. 2006 Dec. 2007	A
21	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Lack of starting position causing pushback delays	01/09/2005	More starting positions required	S O		EDF	Dec. 2006 Dec. 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	Description	Executing body	Date of completion	Priority for action	
22	Annex 14 Vol. 1.4.1, 1.4.3	Tel Aviv/Ben Gurion, Tel Aviv/SDE DOV, Eilat, Ovda, Haifa Intl. Airports	Implementation of Certification of Aerodromes used for international operations	23/11/2006		F, H, O	Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	EDF	2008	U
23	Annex 14 Vol.1.5.1, 1.5.2, 1.5.3 & 1.5.4	Tel Aviv/Ben Gurion, Tel Aviv/SDE DOV, Eilat, Ovda, Haifa Intl. Airport,	Implementation of Aerodrome Operations Safety Management	23/11/2006		F, H, O	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	EDF	2010	U

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

“H”= Human Resources

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“O”= Other unknown causes

Deficiencies in the AGA field

JORDAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	Annex 14 Vol. 1.4.1, 1.4.4	Amman/Queen Alia, Amman/Marka, Aqaba, Jerusalam Intl. Airport,	Implementation of Certification of Aerodromes used for international operations	23/11/2006		F, H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	CAA	Jan. 2008	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Amman/Queen Alia, Amman/Marka, Aqaba, Jerusalam Intl. Airports	Implementation of Aerodrome Operations Safety Management	23/11/2006		F, H	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	CAA	Jan. 2008	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the AGA field

KUWAIT

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Kuwait Intl. Airport	Implementation of Certification of Aerodromes used for international operations	23/11/2006		H	Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for the international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	DGCA	Jan. 2008	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Kuwait Intl. Airport	Implementation of Aerodrome Operations Safety Management implementation of Certification of Aerodromes used for international operations Implementation of Aerodrome Operations Safety Management	23/11/2006		H	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	DGCA	Jan. 2008	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the AGA field**

**LEBANON**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	Annex 14 Vol. 1.4.1, 1.4.4	Beirut Intl. Airport	Implementation of Certification of Aerodromes used for international operations	23/11/2006		F, H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	LCAA	2010	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Beirut Intl. Airport	Implementation of Aerodrome Operations Safety Management	23/11/2006		F, H	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	LCAA	2010	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the AGA field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	Annex 14 Vol. 1.4.1, 1.4.4	Muscat/Seeb, Salalah Intl. Airports	Implementation of Certification of Aerodromes used for international operations	23/11/2006		H, O	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	DGCAM	2010	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Muscat/Seeb, Salalah Intl. Airports	Implementation of Aerodrome Operations Safety Management	23/11/2006		H, O	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	DGCAM	2010	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the AGA field

QATAR

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Doha Intl. Airport	Implementation of Certification of Aerodromes used for international operations	23/11/2006		H	Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	CAA	2010	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Doha Intl. Airport	Implementation of Aerodrome Operations Safety Management	23/11/2006		H	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	CAA	2010	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the AGA field**

**SAUDI ARABIA**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Riyadh/King khalid, Geddah/King Abdulaziz, Madinah/Prince Mohammad Bin Addulaziz Intl. Airports	Implementation of Aerodrome Operations Safety Management	23/11/2006		H	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	GACA	Jan. 2008	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the AGA field**

**SYRIA**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int'l Airport	Difficulty parking B747-400 and B777 at Stands A10 and A11	01/09/2002	Syrian AIP Chart dated 15 May 2004 _ Ground surface Movement/Stands is not clear, while no explanatory table was attachedState (ref. Fax dated 2 Mar. 05) advised that Difficulty parking B747-400 and B777 at stands A10 & A11 was solved	H S		CAA	<del>Dec. 2006</del> Dec. 2007	A
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int'l Airport	Apron lighting inadequate	01/09/2003		F H	Apron lighting is to be improved	CAA	<del>Dec. 2006</del> Dec. 2007	U
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int'l Airport	Runway surface rough and damaged. Runway markings unsatisfactory	01/09/2003		F H	RWY Surface to be repaired and refurbished, Markings are to be improved	CAA	<del>Dec. 2006</del> Dec. 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	Description	Executing body	Date of completion	Priority for action	
4	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int'l Airport	DAM/DVOR 116 MHZ Out of Service	01/06/2004		F	The VOR/DME to be replaced	CAA	Dec. 2006 Dec. 2007	A
5	Annex 14 Vol. 1.4.1, 1.4.4	Damascus, Aleppo, Bassel Al-Assad/Latakia Intl. Airports	Implementation of Certification of Aerodromes used for international operations	23/11/2006		F, H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	CAA	2010	U
6	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Damascus, Aleppo, Bassel Al-Assad/Latakia Intl. Airports	Implementation of Aerodrome Operations Safety Management	23/11/2006		F, H	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	CAA	2010	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the AGA field

YEMEN

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action
1	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Sana'a, Aden, Hodeibah, Taiz/Ganad Intl. Airports	Implementation of Certification of Aerodromes used for international operations	23/11/2006	F, H	Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	GCAA	2010	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Sana'a, Aden, Hodeibah, Taiz/Ganad Intl. Airports	Implementation of Aerodrome Operations Safety Management	23/11/2006	F, H	Need to establish a safety programme in order to achieve an acceptable level of safety in Aerodrome Operations	DGCA	2010	U

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

ANS WG/2  
Appendix 4B to the Report on Agenda Item 4

**Deficiencies in the AIS/MAP field**

**AFGHANISTAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	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, 2007	U
2	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	Afghanistan	Dec, 2007	B
3	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	Afghanistan	Dec, 2007	A
4	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, 2007	A
5	ANNEX 4: Para 3.2		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, 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	Description	Executing body	Date of completion	Priority for action	
6	ANNEX 15: Para 4.1.1		Newly Restructured AIP tested	Jun, 1996	An incomplete electronic version is available on the web	F H O	Need to produce and issue the new restructured AIP	Afghanistan	Dec, 2007	U
7	ANNEX 15: Para 3.7.1		Implementation of WGS-84	Dec, 1997		F H O	Need to implement WGS-84	Afghanistan	Dec, 2007	U
8	ANNEX 15: Para 4.2.9 & 4.3.7		Lack of regular and effective updating of the AIP	Jan, 2003	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Afghanistan	Dec, 2007	U
9	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan, 2003		F H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Afghanistan	Dec, 2007	U
10	ANNEX 4: Para 11.2		Non-production of Instrument Approach Chart-ICAO	Jan, 2003		F H O	Need to produce Instrument Approach Chart-ICAO for all Int'l Aerodromes	Afghanistan	Dec, 2007	A
11	ANNEX 15: Para. 5.2.8.3		Non-production of the monthly printed plain language summary of NOTAM	Jan, 2003		H O	Need to produce the monthly printed plain language summary of NOTAM	Afghanistan	Dec, 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	Description	Executing body	Date of completion	Priority for action
12	ANNEX 15: Para. 8.1		Non provision of pre-flight information service at international airports	Mar, 2004	F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Afghanistan	Dec, 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

EGYPT

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	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
2	ANNEX 4- Chart Production requirements		Non-production of Precision Approach Terrain Chart ICAO	Jan, 2003		F O	Need to produce Precision Approach Terrain Chart ICAO for precision approach RWYs CAT II and III.	Egypt	Dec, 2005	A
3	ANNEX 4- Para. 3.2		Non-production of Aerodrome Obstacle Chart ICAO Type A	Mar, 2004	For some RWYs in Egypt, the Aerodrome Obstacle Chart ICAO Type A has not been produced	F O	Need to produce Aerodrome Obstacle Chart ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Egypt	Sep, 2005	A

(1) 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		Description	Executing body	Date of completion	Priority for action
1	ANNEX 4: Para. 16.2		Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 1995	Coordination with neighboring States required	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iran+neighboring states	Dec, 2007	B
2	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	Mar, 2007	A
3	ANNEX 4: Para. 3.2		Non-production of Aerodrome Obstacle Chart- ICAO Type A	May, 1995	ICAO to follow up with State	F O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Iran	Dec, 2007	A
4	ANNEX 4: Para. 6.2		Precision Approach Terrain Chart ICAO for Tehran Mehrabad Int'l Airport RWY 29L not updated	Jul, 2001		F H	Precision Approach Terrain Chart ICAO for Tehran Mehrabad Int'l Airport RWY 29L has to be updated	Iran	Jun, 2005	A
5	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

<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		Description	Executing body	Date of completion	Priority for action
1	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, 2007	U
2	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, 2007	B
3	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, 2007	A
4	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, 2007	A
5	ANNEX 15: Para 4.1.1		Newly Restructured AIP	Jun, 1996	An incomplete electronic version of the AIP is available on the web	F H O	Need to produce and issue the new restructured AIP	Iraq	Dec, 2007	U
6	ANNEX 15: Para 3.7.1		Implementation of WGS-84	Dec, 1997		F H O	Need to implement WGS-84	Iraq	Dec, 2007	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	Description	Executing body	Date of completion	Priority for action	
7	ANNEX 15: Para 4.2.9 & 4.3.7		Lack of regular and effective updating of the AIP	Jan, 2003	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Iraq	Dec, 2007	U
8	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan, 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
9	ANNEX 4: Para. 11.2		Non-production of Instrument Approach Chart-ICAO	Jan, 2003		F H O	Need to produce Instrument Approach Chart-ICAO for all Int'l Aerodromes	Iraq	Dec, 2007	A
10	ANNEX 15: Para. 5.2.8.3		Non-production of the monthly printed plain language summary of NOTAM	Jan, 2003		H O	Need to produce the monthly printed plain language summary of NOTAM	Iraq	Dec, 2007	A
11	ANNEX 4: Chart production requirements		Non production of Precision Approach Terrain Chart-ICAO	Jan, 2003		F H O	Need to produce Precision Approach Terrain Chart-ICAO for precision approach RWYs CAT II and III.	Iraq	Dec, 2005	A
12	ANNEX 15: Para. 8.1		Non provision of pre-flight information service at international airports	Mar, 2004		F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Iraq	Dec, 2007	A

(1) 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		Description	Executing body	Date of completion	Priority for action
1	ANNEX 15: Para 6		Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Israel	Dec, 2007	U
2	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, 2007	A
3	ANNEX 15: Para 3.7.1		Implementation of WGS-84	Dec, 1997		H O	Need to implement WGS-84	Israel	Dec, 2007	U
4	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.	Israel	Dec, 2007	U
5	ANNEX 15: Para. 5.2.8.3		Non-production of the monthly printed plain language summary of NOTAM	Jan, 2003		H	Need to produce the monthly printed plain language summary of NOTAM	Israel	Dec, 2007	A
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, 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**

**JORDAN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	ANNEX 4: Para. 7.2		Non production of the En route Chart ICAO	May, 1995		F H O	Need to produce the Enroute Chart ICAO	Jordan	Dec, 2005	A
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, 2007	U
3	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, 2007	U
4	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		Description	Executing body	Date of completion	Priority for action
1	ANNEX 15: Para 6.		Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Kuwait	Sep, 2005	U
2	ANNEX 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
3	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan, 2003	Work in progress	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 15: Para. 3.7.2.4		Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	H O	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Kuwait	Dec, 2005	A

<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	Description	Executing body	Date of completion	Priority for action	
1	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
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 15:Para. 3.7.2.4		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, 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

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	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
2	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	Oman	Dec, 2007	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	Oman	Jun, 2008	A
4	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, 2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action
5	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, 2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the AIS/MAP field**

**QATAR**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	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, 2007	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 15:Para. 3.7.2.4		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, 2007	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, 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**

**SAUDI ARABIA**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	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, 2007	B
2	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	Jun, 2007	A
3	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	Mar, 2008	U
4	ANNEX 15: Para. 3.7.2.4		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	Mar, 2007	A
5	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	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

## SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	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 procedure	Syria	Jun, 2007	U
2	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
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
4	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan, 2003		F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Syria	Jun, 2008	U
5	ANNEX 15: Para. 3.7.2.4		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	Jun, 2008	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	Description	Executing body	Date of completion	Priority for action	
6	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	Sep, 2008	A
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, 2007	U
8	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, 2007	U
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	Syria	Dec, 2007	A
10	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.	Syria	Dec, 2007	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the AIS/MAP field**

**UAE**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	ANNEX 4: Para. 3.2		Non-production of Aerodrome Obstacle Chart- ICAO Type A	Mar, 2004	For some RWYs in UAE, the Aerodrome Obstacle Chart- ICAO Type A has not been produced	Ø	Need to produce Aerodrome Obstacle Chart ICAO Type A for all Int'l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	UAE	Apr, 2005	A
2	ANNEX 15: Para. 3.6.5		Lack of AIS automation	Mar, 2007		O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	UAE	Jun, 2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the AIS/MAP field**

**YEMEN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	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 procedure	Yemen	Jun, 2007	U
2	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
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	Jun, 2007	A
4	ANNEX 15: Para. 3.2		Implementation of a Quality System	Jan, 2003		F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Yemen	Dec, 2007	U
5	ANNEX 4: Para. 11.2		Non-production of Instrument Approach Chart-ICAO	Jan, 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	Jun, 2007	A
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

<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	Description	Executing body	Date of completion	Priority for action
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

ANS WG/2  
Appendix 4C to the Report on Agenda Item 4

**Deficiencies in the ATM field**

**AFGHANISTAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR		Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Afghanistan	Dec.2008	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	Description	Executing body	Date of completion	Priority for action	
2	MID ANP Table ATS-1 Plan of ATS routes	Afghanistan Uzbekistan	Segment of ATS route A219 not implemented	Dec. 1997	ICAO to follow up with States to determine what action is needed to achieve implementation Probably to extend B466 till TERMEZ in the MID Plan and delete requirement for A219.	O	Segment Kandahar – Termez: Not implemented	Afghanistan Uzbekistan	Dec. 2007	B
3	Annex 11 Para. 2.28	Afghanistan ICAO	Development of contingency plans	Nov. 2006		H S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Afghanistan ICAO	Dec.2008	A
4	Annex 11 para. 2.26	Afghanistan ICAO	Implementation of ATS Safety Management	Nov. 2006		H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Afghanistan and ICAO	Dec.2008	A

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the ATM field**

**BAHRAIN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Bahrain	Jun.2008	A
2	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Iran Qatar	Segment MIDS-I-PIMAL of ATS route A453 not implemented	Dec. 1997	Initial direct alignment KISH – BAHRAIN was changed to pass via PIMAL. Still not yet implemented- Economic impact- Not affecting safety (Alternative Route R219)	S	States to follow-up	Bahrain Iran ICAO	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	Description	Executing body	Date of completion	Priority for action	
3	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Qatar Saudi Arabia	ATS route B419 not implemented	Dec. 1997	Not implemented Doha - King Fahd-Economic impact Subject to military restrictions Saudi Arabia ready to implement	S	States to continue negotiations with one another and military	Bahrain Qatar Saudi Arabia	Jun.2007	B
4	Annex 11 Para. 2.28		Development of contingency plan	Nov. 2006	Under development	O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Bahrain ICAO	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 ATM field**

**EGYPT**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. Egypt issued regulation and started development of SAR agreement with Cyprus.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Egypt with neighboring States	Dec.2007	A
2	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006	Under development	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Egypt	Jun.2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
3	Annex 11 Para. 2.28		Development of contingency plan	Nov. 2006		H	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Egypt ICAO	Jun.2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM field**

**IRAN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iran with neighboring States	Dec.2007	A
2	MID-ANP Table ATS-1	ATS route	ATS route A453 not implemented	Dec. 1997	Initial direct alignment KISH-BAHRAIN was changed to pass via PIMAL. Still not yet implemented. Economic impact, not affecting safety	S	States to follow up	Bahrain Iran ICAO	Dec.2005	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
3	MID ANP Table ATS-1 Plan of ATS routes	Iran	ATS route G665 not implemented	Dec. 1997	Implemented, but segment Shiraz-NABOD is only available at Under negotiation with military side	S	ICAO to follow up with Iran to determine what action is needed to achieve full implementation	ICAO	Dec. 2006	B
4	MID ANP Table ATS-1 Plan of ATS Routes		ATS route G667 not implemented	Sep. 2006	Implementation of G667 segment between Abadan and Kuwait is under negotiation with military side and with Iraq	S		Iran Iraq Kuwait	Jun. 2007	B
5	Annex 11 Para. 2.28		Development of contingency plans	Nov. 2006		H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Iran ICAO	Jun. 2008	A
6	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006		H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iran	Dec. 2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM field

IRAQ

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	MID ANP Table ATS 1	Iraq	With the recent developments in Iraq, the ATS route requirements over Baghdad FIR is being reviewed in consultation with the State, IATA and the coalition forces		-To follow up with all parties concerned. Need for review communication coordination procedures have been highlighted	H, S, O	-New requirements being identified in consultation with the State, IATA and the coalition forces -Parallel route network developed within the framework of informal coordination meetings organized by ICAO. Tentative implementation date 25 November 2004	Iraq, ICAO, IATA, Coalition Forces	Dec.2004	A
2	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Iraq with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iraq with neighboring States	Dec.2007	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
3	MID ANP Table ATS-1  Plan of ATS Routes		ATS route G667 not implemented	Sep. 2006	Implementation of G667 segment between Abadan and Kuwait is under negotiation with military side and with Iraq	S		Iraq Iran Kuwait	Jun.2007	B
4	Annex 11 Para. 2.28		Development of contingency plan	Nov. 2006		S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Iraq ICAO	Jun.2008	A
5	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006		H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iraq and ICAO	Dec.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 ATM field**

**ISRAEL**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Israel with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Israel with neighboring States	Dec.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	Description	Executing body	Date of completion	Priority for action	
2	MID ANP Table ATS- 1 Plan of ATS routes	Israel Jordan Syria	ATS route A412 not implemented	Dec. 1997	Jerusalem to Amman not yet implemented (Informed by Jordan that implementation not possible at present - non-technical nature of issue noted) Segment Amman - Tanf shown as A 52)	S	ICAO to follow up with States to determine what action is needed to achieve implementation	States ICAO to assist	Dec. 2006	B
3	MID ANP Table ATS- 1 Plan of ATS routes	Israel Jordan Syria	ATS route R653 not implemented	Dec. 1997	-No sections implemented- Non technical nature of issue noted aircraft using alternative routes economic impact only	S		States/ IATA and ICAO to assist	Dec. 2006	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
4	MID ANP Table ATS-1 Plan of ATS routes	Israel Jordan	ATS route G664 not implemented	Dec. 1997	A route exists within Nicosia FIR till boundary of Tel Aviv FIR (APLON-LEDRA-SOLIN) Requirement is from Ben Gurion to Amman Non-technical nature of issue noted	S	The need for the establishment of an ATS route between Ben Gurion and Amman has been identified.	Israel Jordan ICAO to assist	Dec. 2006	B
5	MID ANP Table ATS-1 Plan of ATS routes	Israel Cyprus	ATS route B406 not implemented	Dec. 1997	No sections implemented Implemented as B17/UB17 Larnaca-MERVA(FIR BDY)	S/O	To be followed by both the ICAO EUR and MID Offices	Israel Cyprus ICAO to assist	Dec. 2007	B
6	Annex 11 Para. 2.28		Development of contingency plans	Nov. 2006		H S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Israel ICAO	Dec. 2007	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
7	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006		H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Israel	Dec.2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM field**

**JORDAN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	MID ANP Table ATS-1 Plan of ATS routes	Israel Jordan Syria	ATS route A412 not implemented	Dec. 1997	Jerusalem to Amman not yet implemented Segment Amman – Taf shown as A 52)	S	ICAO to follow up with States to determine what action is needed to achieve implementation	States ICAO to assist	Dec. 2006	B
2	MID ANP Table ATS-1 Plan of ATS routes	Jordan Syria	ATS route B412 not implemented	Dec. 1997	Most segments not implemented. Jordan ready to implement. -Only segment RBG - King Abdulaziz implemented	S	States to co-ordinate to finalize implementation- Realignment would be considered	Jordan Syria ICAO to assist	Dec. 2007	B
3	MID ANP Table ATS-1 Plan of ATS routes	Israel Jordan Syria	ATS route R653 not implemented	Dec. 1997	-No sections implemented- Non-technical nature of issue noted aircraft using alternative routes economic impact only	S		States, IATA and ICAO to assist	Dec. 2006	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
4	MID ANP Table ATS-1 Plan of ATS routes	Israel Jordan	ATS route G664 not implemented	Dec. 1997	A route exists within Nicosia FIR till boundary of Tel Aviv FIR (APLON-LEDRA-SOLIN) Requirement is from Ben Gurion to Amman Non-technical nature of issue noted	S	The need for the establishment of an ATS route between Ben Gurion and Amman has been identified.	Israel Jordan ICAO to assist	Dec. 2006	B
5	MID ANP Table ATS-1 Plan of ATS routes	Jordan Syria	ATS route G662 not implemented	Dec. 1997	Not implemented Damascus to Guriat	S	States to continue coordination to achieve implementation	Jordan Syria	Dec. 2007	B
6	MID ANP Table ATS-1 Plan of ATS routes	Jordan Lebanon Turkey	ATS route B545 not implemented	Dec. 1997	Segment MUT-BALMA: Implemented as UL620. Segment KHALDEH-AMMAN: Not implemented. Non-technical nature. Economic impact. Segment BALMA-Khaldeh: B15)	S	To be discussed in EMAC*** meetings. ICAO to follow up	Jordan Lebanon Syria	Dec. 2006	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
7	Annex 11 Para. 2.28		Development of contingency plan	Nov. 2006		H S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Jordan ICAO	Jan.2008	A
8	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006	Work in progress	F H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Jordan	Jan.2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM field**

**KUWAIT**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Kuwait with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Kuwait with neighboring States	Dec.2007	A
2	MID-ANP Table ATS-1  Plan of ATS Routes		ATS route G667 not implemented	Sep. 2006	Implementation of G667 segment between Abadan and Kuwait is under negotiation with military side and with Iraq	S		Iraq Iran Kuwait	Mar.2007	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
3	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006	Implementation of SMS is expected to start in April 2007	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Kuwait	Nov.2008	A
4	Annex 11 Para. 2.28		Development of contingency plan	Nov. 2006	Contingency Plan was signed with Bahrain and work is progressing for the coordination with other neighboring States	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Kuwait ICAO	Jul.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 ATM field**

**LEBANON**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Lebanon with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Lebanon with neighboring States	Dec.2007	A
2	MID-ANP Table ATS-1 Plan of ATS routes	Lebanon-Syria	ATS route B410 not implemented	Dec. 1997	UL620 proceeding to BALMA then, R655- <del>ChikkaChikka-Damascus to be implemented Non-technical nature Economic impact Aircraft using longer routes</del>	S	To be discussed in EMAC*** meetings.	Syria ICAO to assist	Dec. 2006	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
3	MID ANP Table ATS-1 Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	Dec. 1997	Not implemented DAKWE - Damascus Economic impact- alternative routes available but longer-Not affecting safety	S	ICAO to follow-up	Lebanon Syria	Dec. 2007	B
4	MID ANP Table ATS-1 Plan of ATS routes	Jordan Lebanon Turkey	ATS route B545 not implemented	Dec. 1997	Segment MUT-BALMA: Implemented as UL620. Segment KHALDEH-AMMAN: Not implemented- Non technical nature Economic impact Segment BALMA- Khaldeh: B15)	S	To be discussed in EMAC*** meetings. ICAO to follow up	Jordan Lebanon Syria	Dec. 2006	B
5	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006		H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Lebanon	Dec. 2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
6	Annex 11 Para. 2.28		Development of contingency plan	Nov. 2006		H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Lebanon ICAO	Dec.2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM field**

**OMAN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Oman with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Oman with neighboring States	Jun.2008	A
2	Annex 11 Para. 2.28		Development of contingency plans	Nov. 2006	Under development	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Oman ICAO	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 ATM field**

**QATAR**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Qatar and Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Qatar and Bahrain	Jun. 2008	A
2	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Iran Qatar	ATS route A453 not implemented	Dec. 1997	Initial direct alignment KISH – BAHRAIN was changed to pass via PIMAL. Still not yet implemented- Economic impact- Not affecting safety	S	States to follow-up	Bahrain Iran Qatar	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	Description	Executing body	Date of completion	Priority for action	
3	MID ANP Table ATS-1 Plan of ATS routes	Qatar Saudi Arabia	ATS route A415 not implemented	Dec. 1997	Doha to King Khalid implemented at variance with the Plan . slightly longer-Military restrictions Economic impact- Not affecting safety	S	Saudi Arabia and Qatar to continue negotiations to open this route.	Saudi Arabia Qatar	Dec. 2007	B
4	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Qatar Saudi Arabia	ATS route B419 not implemented	Dec. 1997	Not implemented Doha - King Fahd-Economic impact Subject to military restrictions Saudi Arabia ready to implement	S	States to continue negotiations with one another and military	Bahrain Qatar Saudi Arabia	Dec. 2007	B
5	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006		H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Qatar	Jun.2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
6	Annex 11 Para. 2.28		Development of contingency plan	Nov. 2006		H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Qatar Bahrain ICAO	Jun.2008	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM field**

**SAUDI ARABIA**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Saudi Arabia with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Saudi Arabia with neighboring States	Jun. 2008	A
2	MID ANP Table ATS-1 Plan of ATS routes	Qatar Saudi Arabia	ATS route A415 not implemented	Dec. 1997	Doha to King Khalid implemented at variance with the Plan . slightly longer- Military restrictions Economic impact- Not affecting safety	S	Saudi Arabia and Qatar to continue negotiations to open this route.	Saudi Arabia Qatar	Dec. 2008	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	Description	Executing body	Date of completion	Priority for action	
3	MID ANP Table ATS-1 Plan of ATS routes	Bahrain Qatar Saudi Arabia	ATS route B419 not implemented	Dec. 1997	Not implemented Doha – King Fahd Economic impact Subject to military restrictions Saudi Arabia ready to implement	S	States to continue negotiations with one another and military	Bahrain Qatar Saudi Arabia	Dec. 2006	B
4	MID ANP Table ATS-1 Plan of ATS routes	Saudi Arabia U.A.E.	ATS route G660 not implemented	Dec. 1997	Not implemented King Abdulaziz to Abu Dhabi Economic impact Not affecting safety	S	States to organize informal coordination meeting to review route structure from Gulf south into Arabian Peninsula	States	Dec. 2006	B
5	Annex 11 Para. 2.28		Development of contingency plan	Nov. 2006		H	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Saudi Arabia ICAO	Dec. 2007	A
6	Annex 11 Para. 3.3.4.1		Non provision of required data to the MID RMA	Nov. 2006			Need to provide the MID RMA with required data in order to enable it to discharge its functions and responsibilities	Saudi Arabia MID RMA	Dec. 2006	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
7	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006	QMS Department established	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Saudi Arabia	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 ATM field**

**SYRIA**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Syria with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. Agreement with Turkey and Cyprus in final stage of preparation.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Syria with neighboring States	Jan.2008	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	Description	Executing body	Date of completion	Priority for action	
2	MID ANP Table ATS-1 Plan of ATS routes	Lebanon Syria	ATS route B410 not implemented	Dec. 1997	UL620 proceeding to BALMA then, R655-ChekkaChekka-Damascus to be implemented-Non-technical nature-Economic impact-Aircraft using longer routes	S	To be discussed in EMAC*** meetings.	Syria ICAO to assist	Dec. 2007	B
3	MID ANP Table ATS-1 Plan of ATS routes	Israel Jordan Syria	ATS route R653 not implemented	Dec. 1997	No sections implemented-Non technical nature of issue noted aircraft using alternative routes economic impact only	S		States/IATA and ICAO to assist	Dec. 2006	B
4	MID ANP Table ATS-1 Plan of ATS routes	Jordan Syria	ATS route G662 not implemented	Dec. 1997	Not implemented Damascus to Guriat	S	States to continue coordination to achieve implementation	Jordan Syria	Dec. 2006	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
5	MID ANP Table ATS-1 Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	Dec. 1997	Not implemented DAKWE - Damascus Economic impact- alternative routes available but longer-Not affecting safety	S	ICAO to follow-up	Lebanon Syria	Dec. 2007	B
6	MID ANP Table ATS-1 Plan of ATS routes	Jordan Syria	ATS route B412 not implemented	Dec. 1997	<del>Most segments not implemented</del> <del>Jordan ready to implement. Only segment RBG</del> <del>King Abdulaziz implemented</del>	S	<del>States to co-ordinate to finalize implementation</del> <del>Informal meeting proposed by ATM/SAR/AIS SG/7</del> <del>Realignment would be considered</del>	Jordan Syria ICAO to assist	Dec. 2006	B
7	MID ANP Table ATS-1 Plan of ATS routes	Israel Jordan Syria	ATS route A412 not implemented	Dec. 1997	Jerusalem to Amman not yet implemented (Informed by Jordan that implementation not possible at present non-technical nature of issue noted) Segment Amman - Tanf shown as A 52)	S	ICAO to follow up with States to determine what action is needed to achieve implementation	States ICAO to assist	Dec. 2006	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
8	MID ANP Table ATS-1 Plan of ATS routes	Syria-Turkey	ATS route B538 not implemented within Damascus FIR	Dec. 1997	<del>(Segment Gaziantep – Aleppo: B544/V836) (segment Aleppo – Kariatain: W5) (Not implemented: Kariatain – Damascus) Economic impact alternative routes available Not affecting safety</del>	S	ICAO to follow up with States to determine what action is needed to achieve implementation	ICAO	Dec. 2006	B
9	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006	Committee established	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Syria	Jan. 2008	A
10	Annex 11 Para. 2.28		Development of contingency plans	Nov. 2006	Draft available	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Syria ICAO	Jun. 2007	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM field**

**UAE**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	UAE with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. The agreement with Bahrain and Oman to be updated and the one with Iran has to be developed/coordinated.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	UAE with neighboring States	Dec.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	Description	Executing body	Date of completion	Priority for action	
2	MID ANP Table ATS-1 Plan of ATS routes		ATS route G660 not implemented	Dec. 1997	Not implemented King Abdulaziz to Abu Dhabi- Economic impact- Not affecting safety	S	States to organize informal coordination meeting to review route structure from Gulf south into Arabian Peninsula	Saudi Arabia UAE	Dec. 2006	B
3	Annex 11 Para. 2.28		Development of contingency plan	Nov. 2006	Budget approved for 2007. Work will start June 2007	O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	UAE ICAO	Jun.2008	A
4	Annex 11 Para. 3.3.4.1		Non-provision of required data to the MID RMA	Nov. 2006		O	Need to provide the MID RMA with required data in order to enable it to discharge its functions and responsibilities	UAE MID RMA ICAO	Jun.2007	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

**Deficiencies in the ATM field**

**YEMEN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Yemen with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov. 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Yemen with neighboring States	Dec.2007	A
2	Annex 11 Para. 2.28		Development of contingency plan	Nov. 2006		HO	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Yemen ICAO	Dec.2008	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		Description	Executing body	Date of completion	Priority for action
3	Annex 11 para. 2.26		Implementation of ATS Safety Management	Nov. 2006		F H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Yemen	Dec.2008	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

ANS WG/2  
Appendix 4D to the Report on Agenda Item 4

**Deficiencies in the CNS field**

**AFGHANISTAN**

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/ 4 Conclusion 4/19	Afghanistan-Bahrain-Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	10/7/1998	Bahrain is ready to implement the circuit	S	Follow-up the matter with IATA concerning Afghanistan	Afghanistan Bahrain	<del>Dec-05</del> Mar-07	B
2	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/ 4 Conclusion 4/19	Afghanistan-Iran-Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	10/7/1998	VSAT network to be implemented	S	Follow-up the matter with IATA concerning Afghanistan	Afghanistan Iran	<del>Dec-05</del> Mar-07	B
3	AFTN usage (LIM MID RAN Rec 6/2)	Kabul AFTN Center	Circuit Loading Statistics	5/22/1995	Monthly statistics should be sent to MID Office	S	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	Afghanistan	<del>Dec-05</del> Mar-07	B

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the CNS field**

**BAHRAIN**

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/ 4 Conclusion 4/19)	Afghanistan-Bahrain-Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	10/7/1998	Bahrain is ready to implement the circuit	O	Follow-up the matter with IATA concerning Afghanistan	Afghanistan Bahrain <del>Dec-05</del> Mar-07	B
2	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/ 4 Conclusion 4/19)	Bahrain – Singapore-Bahrain – Singapore AFTN Circuit	Operating satisfactorily on 200 bauds	10/19/1999	Bahrain – Singapore Bahrain – Singapore AFTN Circuit	O	Planned to be up-graded to medium speed circuit (9.6 K)	Bahrain Singapore <del>Jun-05</del> SEP 06	B

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	AFTN Main Circuits (LIM MID RAN Rec 10/5)	Egypt – Kenya-Cairo – Nairobi AFTN Circuit	The circuit is implemented on 50 bauds	10/19/1999	Egypt is ready to up-grade the circuit to 9.6 K	O	Egypt and Kenya agreed to upgrade the circuit to 1200 bps	Egypt – Kenya	<del>Dec-05</del> Jun 07	A
2	AFTN Main Circuits (LIM MID RAN Rec 10/5)	Egypt – Tunisia-Cairo – Tunis AFTN Circuit	The circuit is implemented on 100 bauds	10/19/1999	Egypt is ready to up-grade the circuit to 9.6 K	O	Planned to be up-graded to 1200 bauds. Upon Tunis readiness	Egypt - Tunisia	<del>Dec-05</del> Jun 07	A
3	VHF Coverage Required in the South West part of the FIR	Egypt	Coverage by HF	9/1/2003	Egypt to Report	S	Egypt to provide VHF coverage Partial coverage done	Egypt	<del>Dec-05</del> Jun 07	B

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS field

IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	AFTN Main Circuits (LIM MID RAN Rec10/5)	Iran – Kuwait- Kuwait – Tehran AFTN Circuit	The circuit is implemented on 100 bauds	10/19/1999	Iran State they are ready as per letter 21/09/2006	O	Planned to be upgraded to 9.6K.	Iran Kuwait	<del>Dec-05</del> Mar-07	A
2	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/ 4 Conclusion 4/19)	Afghanistan- Iran-Kabul- Tehran AFTN Circuit	The circuit is not yet implemented	10/7/1998	VSAT network to be implemented Iran State they are ready as per letter 21/09/2006	S		Afghanistan Iran	<del>Dec-05</del> Mar-07	B
3	Radio Frequencies	Abadan Airport Ahwaz	121.900 MHz	7/20/2002	Interference with Basra (Iraq) Iran Letter 21/09/2006	Ø	Co-ordination with concerned States	Iran Iraq	Dec-05	U
4	Radio Frequencies	Kerman Shah	119.300 MHz	7/20/2002	Interference with Qatar Iran Letter 21/09/2006	Ø	Co-ordination is undergoing with Iran. No complain from Qatar	Qatar Iran	Dec-05	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

4D-5

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
5	Radio Frequencies	Tehran ACC	123.900 MHz	8/14/2002	Interference with India	Ø	Co-ordination is undergoing between ICAO Cairo and ICAO Bangkok	Bangkok Off. Cairo Office Iran India	Dec-05	U
					Iran Letter 21/09/2006					

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the CNS field**

**IRAQ**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	AFTN usage (LIM MID RAN Rec 6/2)	Baghdad AFTN Center	Circuit Loading Statistics	5/22/1995	Monthly statistics should be sent to MID Office	S	Refers to ICAO fax ref. F.ME 165 reminding States to send data to ICAO Office <b>Center not operational</b>	Iraq	<del>Dec-05</del>	B

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS field

JORDAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/ 4 Conclusion 4/19)	Jordan-Lebanon-Amman-Beirut AFTN Circuit	The circuit is not yet implemented	10/7/1998	Lebanon is ready to implement the circuit	S	Jordan will co-ordinate with Lebanon for up-grading	Lebanon – Jordan	<del>Dec-05</del> Mar-07	A

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the CNS field**

**KUWAIT**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	AFTN Main Circuits (LIM MID RAN Rec10/5)	Iran-Kuwait-Kuwait – Tehran AFTN Circuit	The circuit is implemented on 100 bauds	10/19/1999	The circuit is operating satisfactorily on 100 bauds	O	Planned to be upgraded to 9.6K	Kuwait Iran	<del>Dec-05</del> Mar-07	A
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon-Kuwait-Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	10/19/1999	The circuit is operating satisfactorily on 100 bauds.	O	Kuwait is ready to upgrade to higher speed according to the readiness of Lebanon	Kuwait Beirut	<del>Dec-05</del> Mar-07	A
3	AFTN usage (LIM MID RAN Rec 6/2)	Kuwait AFTN Center	Circuit Loading Statistics	5/22/1995	Monthly statistics should be sent to MID Office	Ø	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	Kuwait	Jun-05	B

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

4D-9

Deficiencies in the CNS field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon – Kuwait Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	10/19/1999	The circuit is operating satisfactorily on 100 bauds	O	Planned to be up-graded to 300 bauds	Kuwait Lebanon	<del>Dec-05</del> Mar-07	A
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	10/19/1999	Lebanon is ready to implement the circuit to either 200 Bauds or 9.6 K	O	Planned to be up-graded to 300 bauds	Lebanon Saudi Arabia	<del>Dec-05</del> Mar-07	A
3	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/ 4 Conclusion 4/19)	Jordan-Lebanon Amman-Beirut AFTN Circuit	The circuit is not yet implemented	10/7/1998	Lebanon is ready to implement the circuit	S	Another alternative should be proposed in the MID AFTN Plan	Jordan Lebanon	<del>Dec-05</del> Mar-07	A

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the CNS field**

**OMAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	AFTN usage (LIM MID RAN Rec 6/2)	Muscat AFTN Center	Circuit Loading Statistics	5/22/1995	Data should be sent to ICAO Office	O	Software not available yet	Oman	<del>Jun-05</del> SEP 07	B

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS field

QATAR

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	AFTN usage (LIM MID RAN Rec 6/2)	Doha AFTN Center	Circuit Loading Statistics	5/22/1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	H	Data should be sent to ICAO Office	Qatar	<del>Jun-05</del> Mar-07	B
2	Radio Frequencies	Doha	119.300 MHz	2/11/2003		O	Coordination with concerned States	Qatar Iran	<del>Jun-05</del>	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS field

SAUDI ARABIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	AFTN Main Circuits (LIM RAN Rec 10/5)	Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	10/19/1999	Circuit to be improved  Saudi Arabia ready	O	Planned to be up-graded to 9.6K  Upgrade to 64K expected	Lebanon – Saudi Arabia	<del>Dec-05</del> Dec-07	A
2	AFTN Main Circuits (LIM RAN Rec 10/5)	Saudi Arabia – Ethiopia Jeddah – Addis Ababa	The circuit is implemented on 50 bauds	10/19/1999	The circuit is not working satisfactorily. Saudi Arabia is ready to up-grade the circuit to higher speed	F	Planned to operate with VSAT network  Expected implementation with NAFISAT	Ethiopia Saudi Arabia	<del>Dec-06</del> Jun-07	A
3	AFTN usage (LIM MID RAN Rec 6/2)	Jeddah AFTN Center	Circuit Loading Statistics	5/22/1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office.	O	Data should be sent to ICAO Office	Circuit Loading Statistics information is part of a software modification required in the new switching system	<del>Dec-05</del> Dec-07	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	Description	Executing body	Date of completion	Priority for action	
4	ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Saudi Arabia – Sudan	The ATS Speech Circuit connecting the following adjacent centres to Jeddah use speed dial: Asmara Khartoum	10/19/1999	Jeddah – Khartoum on speed dial	F	Planned to operate with VSAT network. Expected implementation with NAFISAT	Saudi Arabia Sudan	<del>Dec-06</del> Jun-07	U
5	ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Saudi Arabia – Yemen	The ATS Speech Circuit connecting to Sanna'a centre uses speed dial	10/7/1998	Sometimes, Communications facilities do not permit communications to be established within 15 seconds	O	Planned to operate with VSAT network Expected implementation with NAFISAT	Saudi Arabia Yemen	<del>Dec-06</del> Jun-07	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the CNS field**

**SYRIA**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	AFTN usage (LIM MID RAN Rec 6/2)	Damascus AFTN Center	Circuit Loading Statistics	5/22/1995	Monthly statistics should be sent to ICAO Office	H	Planned to implement new AFTN system	Syria	<del>Jun-05</del> Mar-07	B

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS field

UAE

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Description	Executing body	Date of completion	Priority for action
1	Radio Frequencies	AL Ain	129.150 MHz	6/25/2002	Kish Air Dispatch	O	Nat. Telecom. Admin	Follow-up by ICAO and State	Dec-05 Apr-07	A
2	Radio Frequencies	UAE ACC	121.500 MHz	7/16/2002	Unknown Interference	Ø	Report was sent to Nat. Telecom. Admin	Follow-up by ICAO and State	Dec-05	U
3	Radio Frequencies	UAE ACC	128.250 MHz	1/26/2002	Atmospheric/ Speech	Ø	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State	Dec-05	U
4	Radio Frequencies	UAE ACC	129.500 MHz	3/29/2002	Unknown Interference	Ø	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State	Dec-05	U
5	Radio Frequencies	UAE ACC	124.850 MHz	1/24/2002	Atmospheric	Ø	Report was sent to Nat. Telecom Admin	Follow-up by ICAO and State	Dec-05	U
6	Radio Frequencies	UAE ACC	133.550 MHz	2/28/2002	Unknown Interference	O	Report was sent to Nat. Telecom. Admin	Follow-up by ICAO and State	Dec-05 Apr-07	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		Description	Executing body	Date of completion	Priority for action
7	Radio Frequencies	UAE ACC	119.300 MHz	3/29/2002	Doha	Ø	Report was sent to Nat. Telecom Admin	Follow up by ICAO and State	Dec-05	U
8	Radio Navigation Aids	Dubai ILS	110.900 MHz	3/26/2002	Unknown Interference	Ø	Nat. Telecom. Admin.	Follow up by ICAO and State	Dec-05	U
9	Radio Navigation Aids	Dubai ILS	110.100 MHz	3/26/2002	Unknown Interference	Ø	Nat. Telecom. Admin	Follow up by ICAO and State	Dec-05	U
10	Radio Navigation Aids	Dubai ILS	109.500 MHz	3/22/2002	Unknown Interference	Ø	Nat. Telecom. Admin	Follow up by ICAO and State	Dec-05	A

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS field

YEMEN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination	Description	Executing body	Date of completion	Priority for action	
1	ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Yemen – Ethiopia- Eritrea – India – Djibouti – Saudi Arabia – Somalia – Oman	All ATS Speech Circuits connecting Sana’a with the following adjacent centres provided by Yemen use speed dial: Addis-Ababa Asmara Mumbai Djibouti Jeddah Mogadishu Muscat	10/7/1998	Communications should be established within 15 seconds	O	Yemen will be urged to implement Direct Speech Circuits with adjacent centres VSAT network will operate for some centers	Concerned States and ICAO	<del>Dec-05</del> for Oman and Saudi Arabia, <del>Dec 06</del> for the others Mar-07	U

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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

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

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

**'A' priority = Top priority requirements necessary for air navigation safety.**

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

**'B' priority = Intermediate requirements necessary for air navigation regularity and efficiency.**

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

**Definition:**

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

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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: IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEM IN THE MID REGION**

5.1 Under this agenda item, the meeting recalled that in March 2006, the ICAO Council adopted harmonized safety management provisions in Annexes 6, 11 and 14 requiring States to establish a safety programme and, as part of such a programme, require that aerodrome operators, air traffic services providers and air operators implement a Safety Management System (SMS) acceptable to the Authority. The harmonized provisions are applicable as of 23 November 2006 for national authorities, aerodromes operators and air traffic services providers and as of 1 January 2009 for air operators. The requirements impose also on States the responsibility to establish an acceptable level of safety for the activities/provision of services.

5.2 The meeting noted that further guidance on SMS is contained in the ICAO Safety Management Manual (Doc 9859), which is available for download on the ICAO public site (<http://www.icao.int/anb/safetymanagement/Documents.html>).

5.3 The meeting was informed that an ICAO SMS training course aimed at officials from States' civil aviation administrations has been designed. The objectives of the course are to develop participants' knowledge of safety management concepts and ICAO safety management requirements in Annexes 6, 11 and 14, and related guidance material, as well as knowledge and skills to certify and oversee the implementation of SMS by operators and service providers, in compliance with ICAO requirements. In the MID Region, the "Implementation of SMS in States" Training Course will be hosted by Egypt at the National Air Navigation Service Company (NANSC) from 21 to 25 May 2007.

5.4 The meeting recognized that one of the first steps required from an organization for the implementation of SMS is to find out exactly what is already in place within the organization and identify what remains to be developed and implemented. In SMS terms, this is called a "gap analysis". In other words, it can be stated that most of the elements of a Safety Management System may perhaps have been implemented but do not necessarily constitute an organized system.

5.5 The meeting pointed out that implementing SMS within an organization will require dedication and commitment from the very top of the organization involving all departments at all levels. Implementation of SMS is not a mere casual exercise, a paper-only exercise or a directive imposed by management.

5.6 The meeting was apprised of the outcome of the ATM/SAR/AIS SG/8 meeting held in Muscat, Oman from 20 to 23 November 2006, related to the implementation of ATS Safety Management System and sharing of safety-related information.

5.7 The meeting recognized that one of the main elements of a Safety Management System (SMS) is the collection of data and safety-related information allowing for the identification of hazards, the assessment and mitigation of associated risks. The establishment of a reporting system within an organization is therefore necessary for the identification of hazards and assessment of risks in order to implement appropriate mitigating measures. Most of the information collected in an organization's SMS might only be relevant for that organization. However, some elements could be of interest for a larger community and should be reported in

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Report on Agenda Item 5

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the Safety Management Programme of the responsible Civil Aviation Authority, which in turn should also analyze and report the information to an established regional/sub-regional and a global system, as appropriate. This chain of reporting mechanisms is essential to bring safety-related information to those in a position to do something about it while sharing it with a wider aviation community to draw their attention to identified hazards.

5.8 The meeting was of view that States need to put strong efforts to update their legislations to support a “just culture” reporting environment and develop and implement non-punitive reporting mechanisms as part of their safety programme and fully supported Draft Conclusion 8/10 developed by the ATM/SAR/AIS SG/8 meeting below:

*DRAFT CONCLUSION 8/10: REPORTING MECHANISM AND SHARING OF SAFETY-RELATED INFORMATION*

*That, States:*

- a) update their legislation to support a “just culture” reporting environment as part of their safety programme;*
- b) develop and implement non-punitive reporting mechanisms as part of their safety programme for the identification of hazards and assessment of risks in order to implement appropriate mitigating measures;*
- c) designate focal points to whom operators can send incident reports for investigation and resolution and from whom they could request information for clarification purpose; and*
- d) share information on ATS incidents and accidents.*

5.9 The meeting was of view that this Draft Conclusion once approved by MIDANPIRG/10 meeting would apply not only for ATS but also for all other air navigation fields.

5.10 The meeting shared concerns with the ATM/SAR/AIS SG/8 meeting with regard to the status of implementation of SMS within the MID States’ Air Traffic Services and noted that a survey will be carried out to obtain up-to-date information from MID States regarding the status of implementation of SMS within their Air Traffic Services and/or the difficulties they face to implement the required system.

5.11 The meeting agreed that the safety at aerodromes requires much the same approach to safety management as that required for the safe flight operations and ground occurrences should be seen within the overall context of aerodrome operations. Given the complexity of the aerodrome environment, a systematic approach to safety is required in order to coordinate the various activities for the safe delivery of services and that regardless of whether the aerodrome is managed by the State or a private entity, safety remains a primary concern. The aerodrome management must oversee the activities of all the service providers, tenants, contractors and others to ensure the safest and most efficient performance of the aerodrome.

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Report on Agenda Item 5

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5.12 It was pointed out that large aerodromes would benefit from the appointment of a dedicated Safety Manager. The appointment of a safety manager, however, does not relieve the aerodrome Director/Manager from accountability for effective safety management. In addition, large aerodromes may require a safety committee; the meeting noted the role of a Safety Manager in safety management process.

5.13 The meeting noted also the low level of implementation of Safety Management System at aerodromes in the MID Region.

5.14 The meeting was apprised of the outcome of a SIP project that was carried out in the MID Region in 2006 to assist 6 selected States with a view to increase the level of awareness at both regulatory and operational levels, regarding the imminent need to systematically address aerodrome operations safety and the need to implement ICAO requirements defined in Annex 14, Volume I related to certification of aerodromes and safety management system at aerodromes.

5.15 Based on the above, the meeting recalled that ICAO, currently, does not require certification for ATS even in the cases where; the ATS Unit is privatized within an aerodrome which is required to be certified. However, it was emphasized that coordination between aerodrome operations and ATC shall be supported by formal procedures and documentation (Service Level Agreement, MOU, etc) and carried out in an effective manner in accordance with Doc 9774 - *Manual on Certification of Aerodromes*. The meeting was of the view that concept of SMS should not be limited to aerodrome operations, air traffic services and aircraft operations since the implementation of SMS in the different civil aviation fields will improve considerably safety. Accordingly, the meeting developed the following Draft Conclusion:

***DRAFT CONCLUSION 2/3: REQUIREMENTS FOR THE IMPLEMENTATION OF SMS***

*That, taking into consideration that the implementation of Safety Management System (SMS) is a fundamental tenet for the improvement of overall aviation safety, ICAO is to consider development of new provisions in its appropriate Annexes requiring the implementation of SMS in various air navigation fields.*

5.16 The meeting was given a presentation on understanding safety management, systematic management of aviation hazards and safety management process to achieve safety performance targets. The importance of developing safety culture in air navigation fields was highlighted.

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ANS WG/2  
Report on Agenda Item 6

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**REPORT ON AGENDA ITEM 6: FUTURE WORK PROGRAMME**

6.1 Under this Agenda Item, the meeting recalled that the MMS/3 meeting was informed about the developments and actions undertaken to increase the efficiency and effectiveness of ICAO including the Regional Air Navigation Planning and Implementation Groups (PIRGs). These actions are based on the ICAO Strategic Objectives as approved by the Council for the period 2005-2010. The meeting noted in this regard that ICAO initiated the development of a Business Plan along with performance measures for the Organization.

6.2 The meeting noted that the TOR of PIRGs became outdated as a result of the changing aviation environment. Accordingly, it has become necessary to revise them to include the proposals made by ALLPIRG/5 under the guidelines identified by the Assembly. To achieve the above mentioned goals, the meeting recognized that it is also necessary for PIRGs to review the TOR of all subsidiary bodies within the scope of the Strategic Objectives, as established by the Council. Accordingly, the meeting reviewed and updated the TOR of the ANS Working Group as at **Appendix 6A** to the report on Agenda Item 6 and agreed to the following Draft Decision:

**DRAFT DECISION 2/4: REVISED TOR OF THE ANS WORKING GROUP**

*That, the Terms of Reference and Work Programme of the ANS WORKING GROUP be updated as at **Appendix 6A** to the report on Agenda Item 6.*

6.3 In accordance with the ICAO Business plan and the requirements for performance monitoring, the meeting developed a draft follow-up action plan as at **Appendix 6B** to the report on Agenda Item 6.

6.4 In accordance with the MIDANPIRG Procedural Handbook and based on its Terms of Reference and Action Plan/Work Programme, the meeting agreed that the ANS WG/3 meeting is to be a three-day meeting tentatively scheduled for the second half of 2008.

6.5 The meeting then agreed on the provisional agenda for the ANS WG/3 meeting as at **Appendix 6C** to the report on Agenda Item 6.

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ANS WG/2  
 Appendix 6A to the Report on Agenda Item 6

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**MIDANPIRG AIR NAVIGATION SAFETY WORKING GROUP**

**1. TERMS OF REFERENCE**

1.1 In accordance with ICAO Strategic Objectives and the Director General of Civil Aviation Conference on a Global Strategy for Aviation safety (DGCA/06) Conclusions and Recommendations, the Air Navigation Safety Working Group should explore ways and means of; assisting States in the elimination of air navigation deficiencies likely to have an impact on the safety of air navigation, improving aviation safety and foster the implementation of safety management system in MID States within the scope of ICAO Strategic Objectives for 2005 - 2010.

**2. WORK PROGRAMME**

	Related ICAO Strategic Objective	
a	A1	Evaluate, validate and prioritize the air navigation deficiencies reported to MIDANPIRG and its subsidiary bodies;
b	A3, A5, A6, A7	Review and assess the deficiencies/findings identified within the framework of the Universal Safety Oversight Audit Programme (USOAP) pertaining to MID States;
c	A4	In accordance with the Unified Strategy to resolve safety related deficiencies (A35-7), provide advice and concise guidance to those involved in the resolution of the air navigation deficiencies in order to find ways and resources for their elimination;
d	A8	Support the implementation of safety management system;
e	A6	Encourage and promote the establishment and management of State's safety oversight system;
f	A5	Promote the establishment of Regional Safety Oversight Organization in the MID Region (MID RSOO), and
g	A9	Identify critical needs to improve aviation safety

**3. COMPOSITION**

3.1 The MIDANPIRG Air Navigation Safety Working Group will be composed of the 15 MID Region Provider States and experts from IATA and IFALPA.

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ANS WG/2  
Appendix 6B to the Report on Agenda Item 6

**DRAFT FOLLOW-UP ACTION PLAN**

<b>Conc/Dec No. --- Related Strategic Objective</b>	<b>Title of Conclusion/ Decision</b>	<b>Text of Conclusion/Decision</b>	<b>Follow-up Action</b>	<b>To be Initiated by</b>	<b>Deliverable</b>	<b>Target Date</b>
Draft Con. 2/1 --- A6	<b><i>ENHANCEMENT OF STATE'S SAFETY OVERSIGHT CAPABILITIES</i></b>	That, with a view to improve aviation safety in the MID Region; MID States are urged to enhance their safety oversight capabilities and ensure the establishment and management of a sustainable safety oversight system.	Follow up establishment and management of sustainable safety over sight systems	States ANS WG ICAO	States' capability for safety over sight enhanced	Nov. 2008
Draft Con. 2/2 -- A6, A9	<b><i>REGIONAL COOPERATION FOR SAFETY OVERSIGHT</i></b>	That, a) MID States cooperate bilaterally and/or at a regional level to make the appropriate arrangements in order to strengthen their safety oversight capabilities  b) MID States, that have not yet done so, are encouraged to become a member of a COSCAP programme.	Follow up with ICAO and States	States	States' capability for safety over sight enhanced through bilateral and regional cooperation	Nov. 2008
Draft Con. 2/3 -- A8	<b><i>REQUIREMENTS FOR THE IMPLEMENTATION OF SMS</i></b>	That, taking into consideration that the implementation of Safety Management System (SMS) is a fundamental tenet for the improvement of overall aviation safety, ICAO consider to develop new provisions in the appropriate Annexes to require the implementation of SMS in the various air navigation fields	Follow up with ICAO HQs	ICAO	New ICAO SMS provisions developed, as appropriate	TBD

Conc/Dec No. --- Related Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be Initiated by	Deliverable	Target Date
Draft Dec. 2/4 -- A	<b>REVISED TERMS OF REFERENCE OF ANS WG</b>	That, the Terms of Reference and Work Programme of the ANS WORKING GROUP be updated as at <b>Appendix 6A</b> to the report on Agenda Item 6.	- Approval of the TOR  -Follow up the implementation of the ANS WG work programme	MIDANPIRG ANS WG	Approved TOR Report of ANS WG/3	Apr.2007 TBD

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ANS WG/2  
Appendix 6C to the Report on Agenda Item 6

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**PROVISIONAL AGENDA FOR ANS WG/3**

- Agenda Item 1:** Adoption of the Provisional Agenda
- Agenda Item 2:** Follow-up on MIDANPIRG Conclusions and Decisions addressing air navigation deficiencies
- Agenda Item 3:** Follow-up on measures taken to alleviate Air Navigation deficiencies:
- 3.1 Air navigation deficiencies database
  - 3.2 Review of deficiencies in the air navigation fields
  - 3.3 Regional and sub-regional safety oversight programme activities (COSCAP)
- Agenda Item 4:** Implementation of Safety Management System (SMS) in the MID Region
- Agenda Item 5:** Establishment of State's safety oversight system and MID RSOO
- Agenda Item 6:** Improving aviation safety
- Agenda Item 7:** Future work programme
- Agenda Item 8:** Any other business

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ANS WG/2  
Report on Agenda Item 7

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**REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS**

7.1 Under this Agenda Item, the meeting did not have any further topics to discuss.

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Attachment A to the Report

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