INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT OF THE ELEVENTH MEETING OF THE MIDANPIRG ATM/SAR/AIS SUB-GROUP

ATM/SAR/AIS SG/11

(Bahrain, 10 – 12 November 2009)

The views expressed in this Report should be taken as those of the ATM/SAR/AIS Sub-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

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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Eleventh Meeting of the MIDANPIRG ATM/SAR/AIS Sub-Group (ATM/SAR/AIS SG/11) was held at the Movënpick Hotel in Bahrain, 10 – 12 November 2009.

2. OPENING

2.1 The Meeting was opened by Mr. Ahmed Nemat Ali, Assistant Undersecretary for Civil Aviation Affairs who extended a warm welcome to all participants to the ATM/SAR/AIS SG/11 meeting and wished them a successful meeting and pleasant stay in Bahrain. He highlights the challenges that Civil Aviation is facing especially with the continuous growth of air traffic and the need to work together to increase the efficiency of international air navigation and accommodate the airspace capacity constraints and future growth of air traffic.

2.2 Mr. Mohamed R. M. Khonji, ICAO Regional Director, Middle East Office, welcomed also all the participants to Bahrain. He expressed his gratitude and appreciation to CAA Bahrain and especially to H.H Shaikh Ali Bin Khalifa Al Khalifa, Deputy Prime Minister and Capt. Abdul Rahman Al Gaoud, Undersecretary for Civil Aviation Affairs, for hosting this important meeting and supporting the MIDANPIRG and the ICAO MID Regional Office activities. He pointed out that Bahrain has always played an important and positive role in the MID Region. Mr. Khonji thanked also Mr. Ahmed Nemat Ali, Assistant Undersecretary for Civil Aviation Affairs and Mr. Ali Ahmed Mohammed, Director Air Navigation as well as their staff for their good cooperation and for the excellent hospitality extended to the ICAO MID Regional staff and all participants.

2.3 In his opening remarks, Mr. Khonji highlighted that the Secretariat is always preparing the necessary working papers and documentation to facilitate the ICAO meetings. However, he emphasized on the fact that meetings organized by the ICAO MID Regional Office are for States and concerned international organizations and as such, he urged them to contribute to the proceedings of the meeting.

2.4 Mr. Khonji highlighted that air operators are under significant operational pressure due to the high cost of fuel, and increasing concerns on the environmental impact of air transport operations. He indicated that ICAO is taking necessary efforts to address this situation and highlighted the role of the Sub-Group and the States in this regard. He invited the participants' attention to several developments in the fields of ATM and AIS which required decisive action by the Sub-Group. Finally, Mr. Khonji urged the participants to work as ATM, SAR and AIS experts in the interest of the Region and wished the meeting fruitful deliberations.

3. ATTENDANCE

3.1 The meeting was attended by a total of thirty eight (38) participants from eleven (11) States (Afghanistan, Bahrain, Egypt, Iran, Iraq, Jordan, Oman, Qatar, Saudi Arabia, Syria and UAE) and two (2) International Organizations (IATA and IFALPA) and one (1) Company (Jeppesen). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Aon Abdullah Al-Garni, Head of ATM, General Authority of Civil Aviation (GACA), Saudi Arabia.

4.2 Mr. Mohamed Smaoui, Regional Officer AIS/MET and Mr. Saud Al Adhoobi, Regional Officer ATM/SAR were the Secretaries of the meeting, supported by Mr. Mohamed R. M. Khonji, ICAO Regional Director.

5. LANGUAGE

5.1 The discussions were conducted in the English language and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1:	Adoption of provisional agenda
Agenda Item 2:	Follow-up on MIDANPIRG/11 Conclusions and Decisions relevant to the ATM/SAR and AIS/MAP fields
Agenda Item 3:	Improvement of the MID ATS Route Network
Agenda Item 4:	RVSM operations and Monitoring activities in the MID Region
Agenda Item 5:	SSR Code Allocation Plan (CAP) for the MID Region
Agenda Item 6:	ATS Safety Management Systems
Agenda Item 7:	New ICAO FPL Model
Agenda Item 8:	Air Traffic Flow management (ATFM)
Agenda Item 9:	Contingency Plans
Agenda Item 10:	Search and Rescue (SAR) and Civil/Military Coordination
Agenda Item 11:	Language Proficiency
Agenda Item 12:	AIS/MAP issues
Agenda Item 13:	Review of Air Navigation deficiencies in the ATM/SAR and AIS/MAP fields
Agenda Item 14:	MID Region ATM and AIM Performance O bjectives
Agenda Item 15:	Future Work Programme
Agenda Item 16:	Any other business.

7. CONCLUSIONS AND DECISIONS – DEFINITION

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

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

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

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 11/1:	*PROPOSAL FOR AMENDMENT TO THE MID BASIC ANP ATS-1 TABLE*
DRAFT CONCLUSION 11/2:	*RNAV IMPLEMENTATION IN THE MID REGION*
DRAFT CONCLUSION 11/3:	*ALLOCATION OF FIVE-LETTER-NAME CODES IN THE MID REGION*
DRAFT CONCLUSION 11/4:	*AIRCRAFT WITHOUT CONFIRMED RVSM APPROVAL STATUS*
DRAFT DECISION 11/5:	*MID RVSM SCRUTINY GROUP*
DRAFT DECISION 11/6:	*FOLLOW UP ACTION ON SSR CODE ALLOCATION IN THE MID REGION*
DRAFT CONCLUSION 11/7:	*ATS SAFETY MANAGEMENT*
DRAFT CONCLUSION 11/8:	*ICAO NEW FLIGHT PLAN MODEL IMPLEMENTATION*
DRAFT CONCLUSION 11/9:	*ICAO NEW FLIGHT PLAN MODEL SEMINAR/ WORKSHOP*
DRAFT DECISION 11/10:	*FOLLOW UP ACTION ON IMPLEMENTATION OF SAR PROVISIONS IN THE MID REGION*
DRAFT CONCLUSION 11/11:	*CIVIL/MILITARY COOPERATION*
DRAFT CONCLUSION 11/12:	*UNCOORDINATED FLIGHTS OVER THE RED SEA AREA*
DRAFT CONCLUSION 11/13:	*USE OF THE ENGLISH LANGUAGE AND STANDARD ICAO PHRASEOLOGY*
DRAFT CONCLUSION 11/14:	*IMPROVEMENT OF THE ADHERENCE TO THE AIRAC SYSTEM*

DRAFT CONCLUSION 11/15:	*DRAFT PROPOSAL FOR AMENDMENT TO THE MID FASID, PART VIII (AIS TABLES)*
DRAFT CONCLUSION 11/16:	*AWARENESS CAMPAIGNS AND TRAINING PROGRAMMES ON QMS*
DRAFT DECISION 11/17:	*TERMS OF REFERENCE OF THE QMS IMPLEMENTATION ACTION GROUP*
DRAFT DECISION 11/18:	*TERMS OF REFERENCE OF THE AIS AUTOMATION ACTION GROUP*
DRAFT CONCLUSION 11/19:	*eTOD CHECKLIST*
DRAFT CONCLUSION 11/20:	*eTOD AWARENESS CAMPAIGNS*
DRAFT CONCLUSION 11/21:	*PROPOSAL FOR AMENDMENT TO THE MID BASIC ANP (DOC 9708)RELATED TO eTOD*
DRAFT DECISION 11/22:	*DISSOLUTION OF THE eTOD WORKING GROUP*
DRAFT CONCLUSION 11/23:	*TRANSITION FROM AIS TO AIM*
DRAFT DECISION 11/24:	*PLANNING FOR THE TRANSITION FROM AIS TO AIM*
DRAFT DECISION 11/25:	*TERMS OF REFERENCE OF THE AIS/MAP TASK FORCE*
DRAFT DECISION 11/26:	*REVISED TOR OF THE ATM/SAR/AIS SUB-GROUP*

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF PROVISIONAL AGENDA

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

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/11 CONCLUSIONS AND DECISIONS RELEVANT TO THE ATM/SAR AND AIS/MAP FIELDS

2.1 The meeting recalled that with a view to improve the efficiency of the process of follow-up of MIDANPIRG Conclusions and Decisions, MIDANPIRG/11 agreed to the following Conclusion:

CONCLUSION 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS

That:

a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months);

b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and

c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.

2.2 The meeting noted the status of relevant MIDANPIRG/11 Conclusions and Decisions related to the ATM/SAR and AIS/MAP fields and the follow up actions taken by States, the secretariat and other parties concerned as at **Appendix 2A** to the Report on Agenda Item 2. The meeting agreed also to review the Conclusions and Decisions, which are still current, under the associated Agenda Items with a view to propose to MIDANPIRG/12 appropriate follow-up action (re-iterate, remove or replace these Conclusions/Decisions with more up-to-date ones or issue appropriate Proposals for Amendments to the MID Basic ANP/FASID or SUPPs to reflect their content, etc).

ATM/SAR/AIS SG/11
Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION PLAN ON MIDANPIRG/11 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS That, a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months); b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.	Implement Conclusion	ICAO States Subsidiary Bodies ICAO	State Letter Updated Action Plan Updated Action Plan Updated follow up Action Plan posted on web	Every six months Every six months Every six months	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/3: INCREASING THE EFFICIENCY OF MIDANPIRG That, with a view to increase the efficiency of MIDANPIRG: a) States appoint an ICAO Focal Point Person(s) (ICAO-FPP) using the form at **Appendix 4E** to the Report on Agenda Item 4; who would: i. ensure the internal distribution of all ICAO MID Office correspondences related to MIDANPIRG activities and the follow-up within civil aviation administration; ii. follow up the ICAO MID Office postings of tentative schedule of meetings, MIDANPIRG follow up action plan, State Letters, working/information papers, reports of meetings, etc, on both the ICAO MID website and the MID Forum; and iii. ensure that required action and replies are communicated to ICAO MID Regional Office by the specified target dates. b) ICAO MID Regional Office copy all correspondences related to MIDANPIRG activities to the designated ICAO-FPP as appropriate.	Implement the Conclusion	ICAO States	State Letter (Reminder) List of ICAO FPP	Apr. 2009 Jun. 2009	State ltr. 4 Sept.08 1st Reminder 20 Jan.09 2nd Reminder 22 Sept.09 Input received from 8 States

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/4: IMPROVING THE EFFICIENCY OF THE ICAO MID FORUM That, a) Bahrain in coordination with ICAO: i) explore ways and means for improving the efficiency of the ICAO MID Forum; and ii) investigate the possibility of using the ICAO MID Forum for the posting of AIS publications by States b) States are urged to make use and take full benefit of the ICAO MID Forum	Implement the Conclusion	ICAO Bahrain	Draft Feasibility Study Improved MID Forum with new Functionalities	Dec. 2009 Jun. 2010	Ongoing
CONC. 11/13: MID BASIC ANP AND FASID (DOC 9708) That, a) further to the approval of the Proposal for amendment of the MID Basic ANP 08/05-AOP, the ICAO MID Regional Office, on behalf of MIDANPIRG, initiate all necessary Amendment Proposals to the MID Basic ANP and FASID, prior to MIDANPIRG/12, in order to update the AIS, AOP, ATM, CNS and MET tables; and b) ICAO is to allocate sufficient resources and give high priority for the publication of Doc 9708 in English and Arabic languages, incorporating all approved Amendments.	Process Amendments Proposals to the MID Basic ANP and FASID Finalize and publish the approved version of Doc 9708	ICAO	Amendment Proposal issued Amendment Proposal approved and incorporated in the final version of Doc 9708 Final Version of Doc 9708 published	Mar. 2010 TBD	Closed Ongoing Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 11/14: TERMS OF REFERENCE OF THE MID ATS ROUTE NETWORK TASK FORCE (ARN TF) That, the Terms of Reference of MID Region ATS Route Network Task Force is revised as at **Appendix 5.2A** to the Report on Agenda Item 5.2.	- Development of routes - Convening of meetings	ARNTF, ICAO	Task Force Reports	Ongoing	Closed
CONC. 11/15: AMENDMENT AND EDITORIAL CHANGES TO THE REGIONAL ATS ROUTE NETWORK That, in order to maintain the integrity, objectives and benefits of the MID Basic Air Navigation Plan Table ATS-1 and related Charts, MID States are urged to: a) adhere to established ICAO procedures for amendments and establishment of ATS routes that form part of the Regional ATS route network; b) inform ICAO when minor editorial changes in the Regional ATS routes are deemed necessary, before any such changes take effect; and c) submit to the MID Regional Office, descriptions of existing Regional ATS routes that are at variance with the MID Basic ANP Table ATS-1 in a format that will be detailed by a State Letter, including proposals for amendment of Table ATS-1 as applicable.	Implement Conclusion	States	State Letter Amendment of the ANP in accordance with established procedures Editorial updates from States Comprehensive Table ATS 1 Amendment	Feb. 2009 Ongoing Ongoing Jun. 2009	Ongoing proposal for Amendment to be issued by Feb. 2010

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/16: MID ATS ROUTE CATALOGUE That, in order to support the process of ATS route development in the MID Region, including the keeping of a record of ATS routes proposed for development and facilitating follow- up on the actions pertaining to the routes' development: a) the MID ATS Route Catalogue is adopted as at Appendix **5.2C** to the Report on Agenda Item 5.2; and b) MID States and concerned International Organizations are urged to periodically review the Catalogue, note developments and take action as applicable.	Implement the Resolution Take action as indicated in catalogue	States, ICAO International Organizations	Development of route proposals Inputs from States and International Organizations	Ongoing	Ongoing
CONC. 11/17: MEMBERSHIP OF THE MID RMA That, a) Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria, Yemen and UAE committed themselves to participate in the MID RMA project, through the signature of the Memorandum of Agreement (MOA); and b) taking into consideration the tremendous efforts deployed by UAE in the preparation for the successful and safe implementation of RVSM in the MID Region, UAE is exempted from the payment of contributions to the MID RMA for the first ten (10) years of operation (up-to end of 2015).	Implement the Conclusion	MID RMA Board and ICAO	MID RMA Board Reports	Ongoing	Actioned (To be replaced and superseded by MID RMA Board/9 Draft Conc. 9/2)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/19: RADAR DATA RECORDING AND ANALYSIS SOFTWARE That, considering the importance of availability of radar data for the assessment of the horizontal overlap, the MID RMA, on behalf of MID RMA Member States and in coordination with, Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen, develop the technical specifications/requirements related to the radar data recording and analysis software and proceed with the purchase of such software as soon as possible in order to facilitate the development of MID Region ATFM implementation strategy, the MID Regional Office make necessary arrangements to hold an ATFM Seminar in 2009.	Implement the Conclusion	MID RMA	Letters to concerned States Technical specifications of the software developed Software purchased	28 Feb.2009 31 Mar.2009 15 Apr. 2009	Ongoing
CONC. 11/20: ICAO PROVISIONS RELATED TO MANDATORY REPORTING OF DATA TO THE RMAS That, taking into consideration the unsatisfactory level of reporting of data by States to the RMAs, ICAO consider to include provisions related to mandatory reporting of data (list of RVSM approved aircraft, Altitude Deviation Reports and Coordination Failure Reports) in Annex 6 and Annex 11, as appropriate.	Follow up with ICAO HQ	ICAO	Appropriate provisions in Annexes 6 and 11	TBD	To be closed (Not supported by the ANC)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/21: SUSTAINED RVSM SAFETY ASSESSMENT ACTIVITY IN THE MID REGION That, considering the on-going requirement for RVSM safety assessment in the MID Region: a) the MID RMA is responsible for the development of the RVSM Safety Monitoring Reports (SMR); b) the MID RMA determine the exact type and format of data necessary for performing collision risk calculations and inform States accordingly; c) States provide the required data in a timely manner. The data will include, but not necessarily be limited to: i) approval of operators and aircraft for RVSM operations (on monthly basis); ii) Altitude Deviation Reports (ADR) for deviations exceeding 300 ft (on monthly basis); iii) Coordination Failure Reports (CFR) (on monthly basis); and iv) traffic data (as requested by the MID RMA Board) d) Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen are committed to provide their radar data to the MID RMA, as, when and where required; and e) States not providing the required data to the MID RMA on a regular basis and in a timely manner: i) be included in the MIDANPIRG List of Air Navigation Deficiencies; and ii) might not be covered by the RVSM SMR.	Follow up the implementation of the Conclusion	MID RMA States ICAO	Data provided to the MID RMA as required	Ongoing	To be closed (to be included in the MID RMA Manual)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/22: MID RVSM SAFETY OBJECTIVES That, the safety assessment of RVSM operations in the MID Region be based on the following safety objectives: a) Safety Objective 1: that the vertical-collision risk in MID RVSM airspace due solely to technical height-keeping performance meets the ICAO target level of safety (TLS) of 2.5 x 10 -9 fatal accidents per flight hour; b) Safety Objective 2: that the overall vertical-collision risk – i.e. the overall risk of mid-air collision in the vertical dimension in MID RVSM airspace meets the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour; and c) Safety Objective 3: address any safety-related issues raised in the SMR by recommending improved procedures and practices; and propose safety level improvements to ensure that any identified serious or risk-bearing situations do not increase and, where possible, that they decrease. This should set the basis for a continuous assurance that the operation of RVSM will not adversely affect the risk of en-route mid-air collision over the years.	Follow up the implementation of the 3 safety objectives	MID RMA MIDANPIRG	SMR 2010	Jun. 2010	To be closed (to be included in the MID RMA Manual)
DEC. 11/23: ESTABLISHMENT OF THE BAGHDAD FIR RVSM IMPLEMENTATION WORKING GROUP (BFRI WG) That, the Baghdad FIR RVSM Implementation Working Group is established with Terms of Reference as at **Appendix 5.2G** to the Report on Agenda Item 5.2	Conduct the BFRI WG meetings	ICAO	Reports of the BFRI WG meetings	Aug. 2009	Actioned (First meeting scheduled to be held in Cairo, 18-20 January 2010)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 11/24: MID REGION SSR CODE ALLOCATION STUDY GROUP (SSRCA SG) That, the MID Region SSR Code Allocation Study Group revised Terms of Reference are adopted as at **Appendix 5.2H** to the Report on Agenda Item 5.2.	Convene Study Group Meetings and discussions through correspondence	ICAO, SSCASG	Revised MID SSR Code Allocation system	May 2009	Actioned
CONC. 11/25: MEASURES TO ADDRESS NON-SYSTEM SSR CODE ASSIGNMENT PROBLEMS That, in order to address those SSR code assignment problems that are not typically the Code Allocation Plan (CAP) system problems: a) MID States are urged to undertake necessary coordination with adjacent States/FIRs to address identified SSR code assignment problems or potential problems with such adjacent FIRs; and b) in cases where identified code assignment conflicts are beyond the ability of States' bilateral or multilateral initiatives to address, the ICAO MID Regional Office be notified as soon as practical, in order to take necessary action.	Implement Conclusion	States	Optimally managed SSR Code assignments	Ongoing	Ongoing

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/26: ADOPTION OF THE ORIGINATING REGION CODE ASSIGNMENT METHOD (ORCAM) IN THE MID REGION That, in order to improve the MID SSR Code Allocation System: a) the MID Region adopts the Originating Region Code Assignment Method (ORCAM). The MID Region will consider three ORCAM Participating Areas (PA); the number of PAs to be finalised based on studies of Regional traffic patterns and volume data, and coordination with adjacent ICAO Regions; b) the ICAO MID Regional Office take necessary action to obtain data from States and other ICAO Regions for the Study Group to complete its work; and c) in order to facilitate an effective analysis of the traffic statistics required for decision on PAs, MID FIRs provide traffic data in accordance with the format provided by the MID Regional Office.	Follow-up Collection of Data	ICAO, States	Adoption of the MID ORCAM Compilation of Data Study Group Report Electronic Communication Follow-up State Input	May 2009 Feb. 2009 Mar. 2009 Feb. 2009	SSRCASG/3 postponed to 2010

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/27: SSR CODES SHARING IN THE MID REGION That, in order to increase the availability of SSR codes in the MID SSR code allocation system: a) the MID Region adopt the approach of "code sharing" between FIRs that are geographically adequately disparate and where directional assignment of SSR codes makes "code sharing" practical; b) the "code sharing" be implemented after an amendment of the MID ANP FASID to this effect has been approved, appropriate safety assessments have been carried out, and the concerned FIRs signed the relevant Letters of Agreement (LOA), except where a Regional arrangement obviates such action; and c) the CNS Sub-Group be requested to consider the feasibility of FDPS upgrades in the MID Region to further support SSR code sharing approach.	Follow-up on aspects of the Draft Conclusion	States, ICAO	MIDANPIRG/11 Report FASID Amendment CNS SG Reports	Feb. 2009 May 2009 Nov. 2009	Actioned

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/28: REDUCTION OF SSR CODE OCCUPANCY TIME That, in order to increase the availability of SSR codes allocated to each MID FIR: a) the SSR code occupancy time be changed from three hours to a maximum of two hours where practicable; b) the time to be applied by each FIR continue to be predicated by safety and be based on the requirement of the FIR as dictated by such factors as the size of the FIR; and c) the Secretariat take appropriate measures to process the amendment of the MID ANP FASID Part V Attachment B.	Follow-up on aspects of the Draft Conclusion	States, ICAO	Adoption of code occupancy time principles FASID Amendment	Mar. 2009 May 2009	SSRCA SG/3 postponed to 2010
CONC. 11/29: DEVELOPMENT AND PROMULGATION OF CONTINGENCY PLANS That, taking into account that the applicability date for the Annex 11 and Annex 15 provision regarding contingency measures has past: a) MID States are urged to develop and promulgate contingency plans in accordance with Annex 11 and Annex 15 provisions by June 2010; and b) use the template at **Appendix 5.2I** to the Report on Agenda Item 5.2 for the development and promulgation of contingency plans.	Follow-up on Conclusion	States, ICAO	Sub-Group Report	Nov. 2009	To be closed

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/30: SEARCH AND RESCUE (SAR) AGREEMENTS That, in order to strengthen search and rescue cooperation and coordination, including the giving effect to ICAO provisions, in particular Annex 12 Chapter 3 and Conclusion 3/7 of LIM MID RAN 1996: a) MID States are urged to sign SAR agreements with their neighbouring States; b) MID States are urged to develop legislative and regulatory provisions to enable the signing of SAR agreements; c) MID States designate SAR focal points with whom other States and ICAO can communicate and coordinate development of SAR agreements, forward contact details of the focal points to ICAO MID Regional Office by 30 June 2009, and update such details as necessary; d) model of SAR agreement available in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, reproduced at **Appendix 5.2 K** to the Report on Agenda Item 5.2 be used ; and e) ICAO assist States in their efforts to sign SAR agreements.	Follow-up Implementation of Conclusion	ICAO States	SAR Agreements Focal Points	Dec. 2009 Jun. 2009	Ongoing (Follow up to be carried out by the SAR AWG/1 Meeting)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/31: 406 MHZ BEACONS That, in order to continue receiving beyond 1 February 2009, the Cospas-Sarsat services that are currently available to owners and users of 121.5/243 Mhz ELTs, and to further benefit from the added services available to owners and users of 406MHz beacons, MID States that have not done so are urged to: a) require ELT owners and users of 121.5/243 Mhz ELTs to upgrade to 406 Mhz ELTs as soon as possible, and register their 406 Mhz ELTs in the International 406 Mhz Registration Database (IBRD); and b) designate to the Cospas-Sarsat Secretariat, an IBRD focal point and request Cospas-Sarsat for access to the IBRD in order to benefit from the services available.	Follow-up Implementation of Conclusion	States ICAO	State Letter Beacon upgrades and registration Focal points	Feb. 2009 Feb. 2009 Feb. 2009	Actioned (further follow-up by SAR AWG/1 meeting)
DEC. 11/32: SAR AD-HOC WORKING GROUP (SAR AWG) That, in order to review and develop updates to the MID ANP with regard to SAR requirements, as well as develop recommendations to foster implementation of provisions in the SAR field, the MID SAR Ad-Hoc Working Group is established with Terms of Reference (TOR) as at **Appendix 5.2L** to the Report on Agenda Item 5.2	Discussions through email Convene SAR AWG	ICAO States	Implementation Guidance and Assistance	Jul. 2009	Actioned (First meeting scheduled for 2010)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/33: CIVIL/MILITARY COORDINATION That, in order to facilitate effective civil/military co-ordination and joint use of airspace in accordance with ICAO provisions, MID States that have not already done so, are urged to: a) implement ICAO provisions in Annexes 2, 11 and 15, and give effect to LIM MID (COM/MET/RAC) RAN 1996, Recommendations 2/9, 2/10 and 2/13 as well as Assembly Resolution A36-13 Appendix O, regarding coordination of civil air traffic with military activities; b) arrange for Letters of Agreement (LOAs) to be signed between ATS authorities and Military authorities in order to establish coordination procedures for the exchange of information; and c) take steps and arrange as necessary for the Military authorities to be: i) fully involved in the airspace planning and management process; ii) aware of the new developments in civil aviation; and iii) involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.	Follow-up Conclusion Implementation	States	Input from States Involvement of military in civil airspace management processes Civil/military coordination and cooperation	Nov. 2009 Ongoing Ongoing	Ongoing (proposed to be replaced by Draft Conc. 11/ 11)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/34: COORDINATION OF FLIGHTS OPERATING OVER HIGH SEAS That, taking into consideration that the Convention on International Civil Aviation shall be applicable to civil aircraft: a) all parties involved are urged to ensure that proper coordination between the ATS authorities and foreign military units operating over the high seas be carried out to the extent practicable; b) State aircraft operating in the airspace over high seas, should: i. adhere, to the extent practicable, to ICAO provisions; or ii. operate with "Due Regard" for the safety of navigation of civil aircraft where there are operational situations that do not lend themselves to ICAO flight procedures. c) States report any incident/s relating to uncoordinated flights operating over high seas, in a timely manner (within 15 days) and in accordance with the suggested mechanism illustrated in the flow chart at **Appendix 5.2N** to the Report on Agenda Item 5.2.	Implement Conclusion	States, ICAO	Input from States	Nov. 2009	Ongoing (proposed to be replaced by Draft Conc. 11/11)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/35: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA That, a) the procedures at **Appendix 5.2O** to the Report on Agenda Item 5.2 be followed by all civil uncoordinated flights and, to the extent practicable, by military aircraft operating over the Red Sea area; b) States, that have not yet done so, publish an AIP Supplement, as soon as possible, for the promulgation of these procedures; c) IATA continue effort to ensuring that concerned operators are fully conversant with these procedures; d) all parties involved, through their proper channels, take appropriate action to ensure that the airspace users are informed of and comply with the agreed procedures; and e) States: i) report without delay all incidents relating to civil uncoordinated flights over the Red Sea Area; and ii) report any incident relating to State aircraft operating over the Red Sea Area, in a timely manner (within 15 days) and in accordance with the suggested mechanism illustrated in the flow chart at **Appendix 5.2N** to the Report on Agenda Item 5.2.	Implement Conclusion	States, ICAO	Implementation of Procedures Input from States Coordination with adjacent Regions	Ongoing Nov. 2009 Ongoing	Ongoing (proposed to be replaced by Draft Conc. 11/12)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/36: ICAO LANGUAGE PROFICIENCY That, with a view to expedite the process of implementation of the ICAO Language Proficiency requirements, States are urged to: a) ensure that all stakeholders (pilots, controllers, language teachers, regulator,s etc.) are familiar with the ICAO language proficiency requirements; b) adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) into national legislation; c) establish a plan to coordinate administrative and training matters (testing, number of personnel to be trained, training centres, duration of training, etc.); d) develop/select test(s) to meet ICAO language proficiency requirements; e) assess current language proficiency level of controllers and pilots, according to the ICAO rating scale; f) develop language training packages designed to reduce the gap between current language proficiency level and ICAO Level 4; g) develop language training package to maintain language proficiency and a schedule of language refresher training; h) review recruitment and selection procedures and consider a minimum of at least ICAO level 3 in language proficiency before entry to professional training programmes; and i) present reports to ICAO on progress achieved in preparing for implementation of ICAO language proficiency requirements, on regular basis.	Implement Conclusion	States	Compliance with ICAO provisions	Ongoing	Ongoing (proposed to be replaced by Draft Conc. 11/13)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/37: USE OF THE ENGLISH LANGUAGE STANDARD ICAO PHRASEOLOGY					
That,	Implement Conclusion	States	Compliance with ICAO provisions	Ongoing	Ongoing
a) States are urged to ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and	Implement Conclusion	States	Use of common language/s in ATS provision	Ongoing	(proposed to be replaced by Draft Conc. 11/13)
b) in order to improve situational awareness and prevent the occurrence of ATS incidents and accidents, States are invited to implement measures that require or encourage air traffic controllers and pilots to:					
i) use as much as possible the English language in aeronautical communication; and					
ii) use only the English language in aeronautical communication, in all situations where at least one of the pilots in the environment (sector) does not speak the national language.					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/38: ATS SAFETY MANAGEMENT That, MID States that have not yet done so: a) are urged to establish safety programmes and ensure the implementation of safety management systems by their ATS service providers in accordance with the provisions of Annex 11; b) are urged to adjust their laws, regulations and policies, as necessary, regarding, safety management systems, collection and protection of safety information, and improving accident prevention to comply with relevant provisions contained at Chapter of Annexes 11, Chapter 8 of Annex 13 to Chicago Convention; c) designate focal points to whom operators may send incident reports for investigation and resolution, and from whom they may request pertinent information; d) share safety information including information on ATS incidents and accidents; and e) take advantage of the safety management guidance material and training offered by ICAO.	Follow-up implementation of the Conclusion	MID Office, States	State Letter Feed-back from States Focal points	May 2009 Nov. 2009 ATM/SAR/AIS SG/11 Jul. 2009	Ongoing (proposed to be replaced by Draft Conc. 11/7)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/39: USE OF THE PUBLIC INTERNET FOR THE ADVANCE PUBLICATION OF AERONAUTICAL INFORMATION That, in order to improve the timeliness of aeronautical information and in accordance with the ICAO Guidelines on the use of Public Internet for Aeronautical Applications (Doc 9855), MID States are encouraged to use the internet for the advance publication of the following elements of the Integrated Aeronautical Information Package containing non-time critical aeronautical information (i.e.: posting of the information on the web and/or dissemination by email): - AIP; - AIP Amendments (both AIRAC and non AIRAC); - AIP Supplements (both AIRAC and non AIRAC); - Aeronautical Information Circulars (AIC); - monthly printed plain-language list of valid NOTAM; and - NOTAM containing a checklist of valid NOTAM. Note: Appropriate arrangements for the provision of information in paper copy form should remain available.	Implement the Conclusion	States ICAO	State Letter Feed back from States and users	Mar 2009 May 2009	Actioned (SL Ref.: AN 8/4 – 09/133 dated 16 April 2009)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/40: IMPROVEMENT OF THE ADHERENCE TO THE AIRAC SYSTEM That, in order to improve the adherence to the AIRAC System, States, that have not yet done so, are urged to: a) fully comply with the AIRAC procedures, in accordance with specifications provided in Annexes 11, 14 (both volumes) and 15 as well as the provisions of the MID Basic ANP Chapter VIII; b) organize awareness campaigns involving AIS and all technical Departments providing the raw data to the AIS for promulgation; and c) arrange for the signature of Service Level Agreements (SLA) between AIS and the data originators.	Implement the Conclusion	States	Feed back from States (awareness campaigns, SLAs) Report of the AIS/MAP TF/5 Meeting	May 2009 May 2009	Ongoing (proposed to be replaced by Draft Conc. 11/14)
CONC. 11/41: ANNEX 15 PROVISIONS RELATED TO AIRAC That, ICAO consider to review the current provisions of Annex 15 Chapter 6 and Appendix 4 related to AIRAC by replacing the words “significant” and “major” changes, which lead to different interpretations, by a comprehensive list of changes which necessitate the use of the AIRAC System.	Follow up with ICAO HQ	ICAO	Appropriate provisions in Annexes 15 (Amendment 36 to Annex 15)	Nov. 2010	Actioned (Draft Amendment 36 to Annex 15)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/42: IMPLEMENTATION OF WGS-84 IN THE MID REGION That, taking into consideration the status of implementation of WGS-84 in the MID Region as reflected in **Appendix 5.3A** to the Report on Agenda Item 5.3 and recognizing that WGS-84 is an important pre-requisite for the implementation of PBN and for the transition from AIS to AIM; States that have not yet done so are urged to: a) develop effective and detailed WGS-84 implementation plans with clear timelines and send these plans to the ICAO MID Regional Office, prior to 30 June 2009; b) adopt appropriate procedures to validate the WGS-84 data and ensure the quality (accuracy, integrity and resolution) of the published WGS-84 coordinates, in accordance with ICAO Annex 15 requirements; c) achieve the total implementation of the WGS-84 System, in accordance with ICAO Annexes 4, 11, 14 and 15 provisions, prior to 31 December 2010 ; and d) report the status of implementation of WGS-84 on a regular basis to the ICAO MID Regional Office and appropriate MIDANPIRG subsidiary bodies, until the system is fully implemented.	Follow up with concerned States	ICAO States	State Letter WGS-84 implementation plans Report on the status of implementation of WGS-84	Apr 2009 Jun 2009 Ongoing	Actioned (SL Ref.: AN 8/1.1 – 09/128 dated 14 April 2009)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/43: MID REGION eTOD IMPLEMENTATION STRATEGY That, the MID Region eTOD implementation Strategy is adopted as at **Appendix 5.3B** to the Report on Agenda Item 5.3.	Follow up the eTOD implementation status	States eTOD WG AIS/MAP TF	Feed back from States updated eTOD status of implementation	May 2009	Ongoing (proposed to be replaced by Draft Conc. 11/19 & 11/21)
CONC. 11/44: DRAFT FASID TABLE RELATED TO eTOD That, ICAO consider to include the Draft FASID Table at **Appendix 5.3D** to the Report on Agenda Item 5.3, into the MID FASID, Part VIII (AIS), with necessary amendments, as appropriate.	Follow up with ICAO HQ	ICAO	eTOD FASID Table included in the MID FASID	TBD	Actioned
DEC. 11/45: TERMS OF REFERENCE OF THE eTOD WORKING GROUP That, the Terms of Reference of the eTOD Working Group be updated as at **Appendix 5.3E** to the Report on Agenda Item 5.3.	Implement the eTOD WG Work Programme	eTOD WG AIS/MAP TF	eTOD WG/2 Report	May 2009	Actioned (proposed to be replaced by Draft Dec. 11/22)
CONC. 11/46: IMPLEMENTATION OF QMS WITHIN MID STATES' AISs That, in accordance with Annex 15 provisions, States, that have not yet done so, are urged to implement/complete the implementation of a QMS within their AIS, before **December 2010**, based on the methodology for the implementation of QMS at **Appendix 5.3F** to the Report on Agenda Item 5.3.	Follow up with concerned States	ICAO States	State Letter Feed back from States	Jun. 2009 Dec. 2009	Actioned (SL Ref.: AN 8/4.1 – 09/213 dated 30 June 2009)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/47: LICENSING OF THE AIS/MAP PERSONNEL That, recognizing the importance of AIS and the safety implication of the non-provision of timely and high quality aeronautical information, and taking into consideration Annex 15 requirements for the evaluation and maintenance of the competence/skill of the AIS staff, States are encouraged to include in their national legislations/regulations provisions related to the licensing of the AIS/MAP personnel.	Implement the Conclusion	States	Feed back from States	May 2009	Actioned
CONC. 11/48: ELECTRONIC AIP (eAIP) That, pending the development of Global eAIP provisions, MID States, that have not yet done so, are invited to publish their eAIP based on the EUROCONTROL eAIP specifications.	Follow up with States	States	States publish their eAIP.	TBD	Actioned
CONC. 11/49: EXTENSION OF THE EAD TO THE EMAC STATES That, the EMAC States are encouraged to initiate formal coordination with EUROCONTROL and take appropriate actions in order to be connected to the European AIS Database (EAD).	Follow up with concerned States	EMAC States Eurocontrol ICAO	Feed back from EMAC States (Migration to EAD)	May 2009	Actioned
CONC. 11/50: ESTABLISHMENT OF AN AIS AUTOMATION ACTION GROUP That, the AIS Automation Action Group is established with Terms of Reference as at **Appendix 5.3H** to the Report on Agenda Item 5.3.	Follow-up the activities of the Action Group	AIS/MAP TF ICAO	Feedback from the Action Group reported to the AIS/MAP TF/5	May 2009	Ongoing (proposed to be replaced by Draft Dec. 11/18)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/51: PRE-REQUISITES FOR THE TRANSITION TO AIM That, as a pre-requisite for the transition from AIS to AIM, States that have not yet done so, are urged to give high priority to the implementation of existing Annex 15 SARPs, in particular, WGS-84, Quality Management System and automation.	Follow up with concerned States	States ICAO	State Letter (Reminder) Feed back from States	Jun. 2009 Sep. 2009	Ongoing (proposed to be replaced by Draft Conc. 11/23 & 11/24)
DEC. 11/52: PLANNING FOR THE TRANSITION FROM AIS TO AIM That, based on the ICAO Global ATM Operational Concept and in support of the Global Plan Initiative (GPI-18: Aeronautical Information), the AIS/MAP Task Force: a) include in its work programme the development of an action plan/strategy for the transition from AIS to AIM in the MID Region; and b) carry out a review of the AIS parts of the MID Basic ANP and FASID in order to introduce/develop planning material related to the transition from AIS to AIM.	Implement the Conclusion	AIS/MAP TF	AIS/MAP TF/5 Report	May 2009	Ongoing (proposed to be replaced by Draft Conc. 11/23 & 11/24)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 11/53: HARMONIZATION OF THE PUBLICATION OF LATITUDE AND LONGITUDE COORDINATES That, in order to prevent proliferation of the formats used in the publication of the geographical coordinates in form of Latitude and Longitude: a) States are urged to comply with the provisions of Annexes 4 and 15 related to the format and publication resolution of Latitude and Longitude; and b) ICAO consider the review and harmonization of the different provisions related to the subject contained in the different ICAO Annexes and Documents.	Follow up with States and ICAO HQ	ICAO	Feed back from States Appropriate provisions in relevant ICAO Annexes	TBD	To be closed
CONC. 11/54: TERMS OF REFERENCE OF THE AIS/MAP TASK FORCE That, the Terms of Reference and Work Programme of the AIS/MAP Task Force be updated as at **Appendix 5.3J** to the Report on Agenda Item 5.3.	Implement the AIS/MAP TF Work Programme	AIS/MAP TF	AIS/MAP TF/5 Report	May 2009	Ongoing (proposed to be replaced by Draft Dec. 11/25)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/60: IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM					
That, MID States:	State Letter	ICAO	State Letter	Mar. 2009	Actioned (SL AN 7/33 – 09/254)
a) in order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition;	Study Group Established	States	Members of the Group	Jun. 2009	
	Follow-up with States	Study group	Report of CNS and CNS/ATM/IC SG	Jan. 2010	Further follow-up by the Study Group scheduled for Feb. 2010
- the Study Group to follow the ICAO guidance for the implementation of Flight plan and Implementation check list in **Appendices 5.5B** and **5.5C** to the Report on Agenda Item 5.5; and			New FPL Implemented	Nov. 2012	
b) implement the new ICAO model Flight Plan form by applicability date.					
CONC. 11/61: IFPS PROJECT SUPPORT					
That,	Designate focal points	States	State Letter	Mar. 2009	Actioned
a) MID State that have not yet designated focal points to do so and send their contact details to ICAO MID Regional Office prior to 30 June 2009;	Follow up the progress on the finalization of the Study	ICAO Bahrain	Updated list of focal points	May 2009	Eurocontrol provided information during the ATFM Seminar
b) the IFPS focal points participate in the finalization of the feasibility study led by Bahrain for the implementation of an IFPS in the MID Region; and	Coordination with EUROCONTROL	CNS SG	Report of CNS and CNS/ATM/IC SG	Jan. 2010	
		CNS/ATM/IC SG	Regulatory framework definition	TBD	
c) ICAO MID Regional Office request additional support from EUROCONTROL with view to benefit from their experience and expertise in the establishment of an IFPS, including development of a regulatory framework.			Final Study finalized	TBD	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/70: REGIONAL PERFORMANCE FRAMEWORK That, a) a regional performance framework be adopted on the basis of and alignment with the Global Air Navigation Plan, the Global ATM Operational Concept, and ICAO guidance material and planning tools. The performance framework should include the identification of regional performance objectives and completion of regional performance framework forms; and b) ALLPIRG/5 Conclusion 5/2: Implementation of Global Plan Initiatives (GPIs, be incorporated into the terms of reference of the MIDANPIRG subsidiary bodies	Follow up on Conclusion Update Regional performance objectives	ICAO, CNS/ATM IC SG MIDANPIRG	Adoption of Performance Framework approach and Regional Performance Objectives Updated Regional performance objectives	Feb. 2009 Ongoing	Actioned (Outcome of National Performance Framework Workshop, 1-5 Nov 09 refers)
CONC. 11/71: NATIONAL PERFORMANCE FRAMEWORK That, MID States be invited to adopt a national performance framework on the basis of ICAO guidance material and ensure their alignment with the regional performance objectives, the Regional Air Navigation Plan and the Global ATM Operational Concept. The performance framework should include identification of national performance objectives and completion of national performance framework forms.	Follow up on Conclusion Update National performance objectives	ICAO, MIDANPIRG, States	Adoption of National performance framework approach Development of State Performance Objectives Updated Regional performance objectives	Feb. 2009 Nov. 2009 Ongoing	Actioned (Outcome of National Performance Framework Workshop, 1-5 Nov 09 refers)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/85: UPDATED TRAFFIC FORECASTING REQUIREMENTS IN THE MID REGION That, a) the ICAO MID Regional Office coordinate with other international and regional organizations; including IATA, establishing a MID database to support regional traffic forecasting activities; b) MID States continue their support to the Traffic Forecasting Sub-Group by ensuring that their respective nominees to the membership of the Sub-Group include, as much as possible, forecasting experts, air traffic management experts and, when required, financial analysts to carry out business case and cost/benefit analysis; and c) MID States continue to avail required FIR and other data d) to the Traffic Forecasting Sub-Group in the format agreed by the Sub-Group to facilitate the development of forecasts and other air navigation planning and implementation parameters.	Sub-Groups to meet and establish the database Secretariat to co-ordinate with States Update information to be provided by States	TF SG and ICAO States and ICAO States and ICAO	Meeting of the SG Reminder State letter For traffic data	Apr. 2009 Apr. 2009 Mar. 2009 Apr. 2009	Actioned (TF SG /3 meeting convened in Apr. 09 and approved forecast for 2007-2025)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/86: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION That,					
a) States review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office;	Implementation of the Conclusion	States	Action plans for elimination of deficiencies	May 2009	Ongoing
b) States and Users Organizations use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update and elimination of air navigation deficiencies;		Users	Feedback from Users and States received through MANDD	Ongoing	(Further follow-up by ANS SG/1 meeting, scheduled for June 2010)
c) States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG and explore ways and means to eliminate deficiencies;		ICAO	Assistance provided to States, as requested and as appropriate	Ongoing	
d) ICAO continue to provide assistance to States for the purpose of rectifying deficiencies; and when required, States request ICAO assistance through Technical Co-operation Programme, Special Implementation Projects (SIP) and/or other available mechanisms such as IFFAS; and					
e) States are encouraged to seek support from regional and international organizations (i.e: ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/87: ENHANCEMENT OF MID STATES' CAPABILITIES FOR SAFETY OVERSIGHT That, in order to improve aviation safety in the MID Region; MID States are urged to: a) enhance their individual safety oversight capabilities and ensure the establishment and management of a sustainable safety oversight system, and b) cooperate bilaterally and/or jointly as a group of States to make the appropriate arrangements in order to strengthen their safety oversight capabilities.	Implementation of the Conclusion	States ANS SG	Feedback from States ANS SG/1 Report	2010	Ongoing (Further follow-up by ANS SG/1 meeting, scheduled for June 2010)

REPORT ON AGENDA ITEM 3: IMPROVEMENT OF THE MID ATS ROUTE NETWORK

3.1 The meeting was apprised of the outcome of the Second ATS Route Network Task Force Meeting (ARN TF/2) held in Cairo 18- 19 March 2009.

3.2 The meeting noted that Bahrain presented supporting material on the need for urgent development and implementation of ATS route proposal MID/RC-004, MID/RC-006 and MID/RC-009 as reflected in the MID ATS Route Catalogue at **Appendix 3B** to the Report on Agenda Item 3**.** The meeting noted also that, while the proposal was submitted initially to the ARN TF/1 meeting, based on efforts to improve efficiency, it was recognized that a safety case is necessary before further process of the proposal.

3.3 The meeting recognized that in the absence of implementation of the above proposal, alternative solutions by way of various forms of restrictions would negatively impact the efficiency of Air Navigation significantly. The meeting noted that Bahrain was already considering various measures including Air Traffic Flow Management (ATFM), Flexible Use of Airspace (FUA), Functional Airspace Blocks (FAB) and Re-Sectorization of airspace to address the congestion. Accordingly, and taking into consideration that the above proposals involve both Bahrain and Saudi Arabia, the meeting urged Saudi Arabia to consider the proposals presented by Bahrain with a view to increase efficiency.

3.4 The Second Special ATS Route Coordination Meeting (SARCM) that was held in Cairo, 15-16 July 2009 addressed inter-alia the coordination and ATS Route issues between Bahrain, Iraq and Kuwait. It was noted that the SARCM meeting reviewed the ATS Route proposals emanating from the Tenth Meeting of the European Route Development Group East (RDGE/10) agreed by Iraq and Turkey in that meeting. However, the proposals were not supported by Bahrain and Kuwait during the SARCM Meeting. It was also noted that the proposals made by Iraq during the SARCM Meeting were still pending.

3.5 The meeting further reviewed the ATS Route proposals presented by Iraq to the RDGE/11 Meeting that was held in Paris, 28 September – 02 October 2009.

3.6 The Meeting reviewed the ATS Routes that were coordinated with the APAC Region, and noted that ATS route proposal MID/RC-020, which was forwarded to the APAC Region as requested by ARN TF/1 meeting, was discussed informally during the Fourth Meeting of the Arabian Sea/Indian Ocean ATS Coordination Group (ASIOACG/4), Malé, Maldives 25th – 27th January 2009. While Oman, in principle, had no objection to the proposal, in the case of Mumbai FIR, the situation required further consideration due to, inter alia, military restrictions. As such the proposal is still pending since it requires further coordination between India, Oman and Pakistan.

3.7 The meeting noted that the APANPIRG/19 meeting in September 2008 approved a widespread implementation of RNP 10 and RNP 4 operations in the near term, and that one of the 'conventional' ATS routes that was identified as suitable for immediate re-designation as RNAV Route was A451 (Aden, ANGAL, Mumbai) to be re-designated as **P751**. The ARN TF/2 meeting recognized that based on the MID PBN Implementation Strategy and Plan, the route should be RNAV 10. Accordingly, the meeting urged Egypt and Yemen to make the necessary redesignation.

3.8 The meeting noted that Bahrain, Oman and UAE have established RNAV1 Routes in their FIRs (A419, B457, B505, N563, N571, P307, Q111, Q112, Q114 and Q300). The meeting agreed that these routes be included in the MID Basic ANP ATS-1 Table and that appropriate route designators be assigned to these Routes.

3.9 Based on the above, the meeting reviewed and updated the MID Basic ANP ATS-1 Table and the MID ATS Routes Catalogue, as at **Appendices 3A and 3B** to the Report on Agenda Item 3, and agreed accordingly to the following Draft Conclusion, which is proposed to replace and supersede MIDANPIRG/11 Conclusions 11/15 and 11/16:

DRAFT CONCLUSION 11/1: PROPOSAL FOR AMENDMENT TO THE MID BASIC ANP ATS-1 TABLE

*That, the ICAO MID Regional Office issue a proposal for amendment to the MID Basic ANP in order to update the ATS-1 Table as at **Appendix 3A** to the Report on Agenda Item 3.*

3.10 The meeting noted with concern that a number of States are not complying with the established procedures for the amendment of the ATS Route Network, including the compliance with the AIRAC procedures. Accordingly, States were urged to adhere to established ICAO procedures for amendments and establishment of ATS routes that form part of the Regional ATS route network.

3.11 The meeting recognized the need to harmonize the implementation of RNAV 5 in the MID Region. In this regard, it was noted that a number of States have not yet updated their AIPs to change RNP 5 to RNAV 5. In addition, it was noted that the RNAV5 area is implemented by MID FIRs/States with different base Flight Level (FL150, FL195, FL245, FL280). Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/2: RNAV 5 IMPLEMENTATION IN THE MID REGION

That, States that have not yet done so, be urged to:

a) update their AIP to change RNP 5 to RNAV 5 and to set the width of the RNAV 5 Routes to 10NM (5NM on each side); and

b) take necessary measures to implement RNAV 5 area in the level band FL 160 - FL460 (inclusive).

Allocation of five-letter-name codes (5 LNCs) in the MID Region

3.12 The meeting recalled that ICAO Five-Letter Name Codes and Route Designator (ICARD) System has been used in the MID Region since 2004. In this regard, it was noted that Bahrain, Egypt, Kuwait, Lebanon, Oman, Saudi Arabia, UAE and Yemen have already appointed ICARD Route Planners, who have been granted secured access to the ICARD system with a view to make requests for assignment, amendment or deletion of 5LNCs and seek the approval of the ICAO MID Regional Office (MID ICARD database manager).

3.13 The meeting noted that further to the ALLPIRG/5 Conclusions 5/5 and 5/6, ICARD was endorsed by ICAO as the global system for the allocation and management of 5LNCs.

3.14 The meeting recalled that during the ATM/SAR/AIS SG/8 meeting (Muscat, Oman, 20-23 November 2006), the list of 5LNCs allocated by country was distributed and that States were requested to check their lists of allocated 5LNCs and inform the Secretariat of any necessary update. Special attention was given to the duplicate and non-ICAO codes with a view to replace them with codes from those available in the MID reserve list.

3.15 The meeting recognized that the use of the ICARD system for the allocation of 5LNCs in the MID Region has been very efficient. ICARD was also an excellent tool for the elimination of duplicate codes. However, the meeting agreed that work has to be pursued to eliminate all the pending duplicate and non-ICAO codes. Accordingly, the list of 5LNCs allocated by country was made available on a CD-ROM distributed to the participants and States were requested to check their lists of allocated 5LNCs and inform the Secretariat of any necessary update. It was highlighted that some 5LNCs have been already identified as Duplicates (ETBOM, KANOK, METKI) and that this represents a safety issue.

3.16 The meeting reviewed and updated the list of MID Region ICARD ATS Route Planners as follows:

State	**ICARD Route Planner**	
	Name	**Contact**
Bahrain	Mr. Saleem Mohamed Hassan	Fax: (973) 17 321 992 Tel: (973) 17 321 117 Mob: (973) 39 608 860 Email: saleemmh@caa.gov.bh
Egypt	Mr. Mohsen El-Agaty	Fax: (202) 2287 1056 Tel: (202) 2265 7849 Mob: (2010) 1623922 Email: mohsen_elagaty@yahoo.com
Iran	Mr. R. A. Ziaee	Fax: (98 21) 660 36 241 Tel: (98 21) 660 36 241 Mob: (98 91) 2 3874917 Email: r.a.ziaee@airport.ir
	Mr. Javad Pashaei	Fax: (98 21) 44544102 Tel: (98 21) 44544103 Mob: (98 91) 2 5023733 Email: ja_pashaei@yahoo.com
Iraq	Mr. Ali Khalil Ibrahim	Fax: Tel: Mob: (964) 7901568252 Email: ali_atc_biap@yahoo.com
Israel		
Jordan		
Kuwait	Mr. Abdullah Aladwani	Fax: (965-2) 476 5512 Tel: (965-2) 476 2531 Mob: (965) 6605 1116 Email: ais1@kuwait-airport

State	ICARD Route Planner	
	Name	**Contact**
Lebanon	Mr. Khaled Chamieh	Fax: (961-1) 629 023 Tel: (961-1) 628 178 Mob: (961-3) 837 833 Email: chamiehk@beirutairport.gov.lb
Libya Arab Jamahiriya		
Oman	~~Mr. Saud Al-Adhoobi~~	
Qatar	Refer to Bahrain	Refer to Bahrain
Saudi Arabia	Mr. Hamad Al Aufi	Fax: (966-2) 640 5333 Tel: (966-2) 640 5000 ext 5520 Mob: (966-55) 561 1136 Email: hmalaufi@gaca.gov.sa
Sudan	Mr. Bushara Nasr Bushara	Fax: Tel: Mob: +249 912177845 Email: busharanasr@gmail.com
Syria	Mr. Nizar Alkhateeb	Fax: (963) 11 540 10181 Tel: (963) 11 540 10181 Mob: (963) 93 230 1919 Email: atm@scaasy.com
UAE	Mr. Hassan Karam	Fax: (971-2) 599 6883 Tel: (971-2) 599 6885 Mobile: (971-50) 818 7492 Email: hkaram@szc.gcaa.ae
Yemen	~~Mr. Abubaker Bafaqih~~	

3.17 Based on the above, the meeting urged those States that have not yet assigned an ICARD ATS Route Planner, to do so, as soon as possible, in order to make use of the ICARD system and improve the process of allocation of 5LNCs. The assigned ATS Route Planners should login to the ICARD system at: www.eurocontrol.int/icard and request a username and password, in order to be given the access to the ICARD database. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/3: ALLOCATION OF FIVE-LETTER-NAME CODES IN THE MID REGION

That, States that have not yet done so, be urged to:

a) assign ICARD ATS Route Planners, in order to make use of the ICARD system and improve the process of allocation of 5LNCs;

b) review their list of allocated 5LNCs and identify the non-used, duplicate and non-ICAO 5LNCs, and inform the ICAO MID Regional Office accordingly for necessary action; and

c) update the ICARD database by adding the missing information (missing latitude and longitude coordinates, etc).

3.18 The meeting noted that, in accordance with PANS-OPS (Doc 8168) provisions, the use of alphanumerical codes for the RNAV approaches is recommended (last two letters of the aerodrome location indicator + 3 digits). However, it was highlighted that there's a lack of ICAO guidance material related to the numbers to be used or to be avoided, especially for the first and third digit. The meeting was informed that, the PBN Procedure design Experts from ENAC Toulouse, France have already made some proposals in this respect. Accordingly, the meeting agreed that this subject should be referred to the CNS/ATM/IC SG/5 meeting, to take appropriate action during the review of the outcome of the PBN/GNSS TF/2 meeting.

TABLE ATS 1 – ATS ROUTES
TABLEAU ATS 1 – ROUTES ATS
TABLA ATS 1 – RUTAS ATS

EXPLANATION OF THE TABLE

Column

1 **Designator of ATS route.**

2 **Significant points defining the ATS routes. Only prominent locations have been listed. Additional points where facilities are provided to complete navigational guidance along a route, but not otherwise marking significant characteristics of the route (change of heading of centre line, intersection with other routes, etc.) have normally not been included. Locations shown in parentheses indicate significant points outside the Region.**

Note 1. ***Not representing the operator's requirements.*** **Operator's required route and/or navaids are shown in square brackets ([ ]).**

Note 2. ***Subject to further study*****. Including the associated navigation aid coverage.**

Note 3 ***Subject to military agreement.***

Note 4. ***Not acceptable at present.***

Note 5. ***At present, implementation possible only during specific periods (e.g. weekends, nights, etc., as published).***

Note 6. ***At present, implementation of the RNAV route only possible above FL 300, or as published.***

Note 7. ***Unidirectional use.***

Whenever reference to name States is made in Table ATS 1 in connection with the above notes, the following abbreviations, based on those indicated in Location Indicators (Doc 7910), are used:

HE Egypt
HL Libyan Arab Jamahiriya
HS Sudan
LC Cyprus
LL Israel
OA Afghanistan
OB Bahrain
OE Saudi Arabia
OI Iran, Islamic Republic of
OJ Jordan
OK Kuwait
OL Lebanon
OM United Arab Emirates
OO Oman
OP Pakistan
OR Iraq
OS Syrian Arab Republic
OT Qatar
OY Yemen

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

A145	**LORNO 372400N 0190000E** **TRL 3724.2N 02220.4E** **PLH 3513.7N 02340.9E** **SALUN 340000N 0242700E *** **BRN 3134.5N 02600.3E** **DANAD 2851.1N 02806.1E** **ALTAT 263600N 02946.3E** **EGPAR 2614.8N 03001.8E** **AVIVA 2548.3N 03020.5E** **KHG 2526.9N 03035.4E** **KUNAK 2527.7N 03041.2E** **EMENA 2537.8N 03151.8E** **(LUXOR) 2445.0N 03246.1E** **ASRAB 2547.4N 03306.3E** **LORAS 2556.8N 03427.2E** **IMRAD 260500N 0354400E** **WEJH 2610.8N 03629.3E** **HLF 262600N 03916.1E** **ALNAT 262400N 04057.9E** **GASSIM 2617.9N 04346.8E** **LABIS 2618.2N 04517.9E** **PUSLA 261800N 04617.1E** **MGA 2617.3N 04712.4E** **MUSRI 2616.8N 04741.6E** **ALMAL 2615.9N 04821.1E** **ASKIM 2617.4N 04842.6E** **DELMU 2618.9N 04903.4E** **KING FAHD 2621.9N 04949.2E**
~~A219~~	**~~(NAWABSHAH)~~** **~~SERKA 2951.0N 06615.0E~~** **~~KANDAHAR~~** **~~(TERMEZ)~~**
A408	**(ADDIS ABABA)** **BOPSA 1312.0N 04149.8E** **IBRAD 1325.9N 04200.0E** **OKMAB 1333.00N 04305.0E** **EDITO 1339.3N 04209.3E** **SOLIR 1352.4N 04219.3E** **SALEH 140000N 0420000E** **ORNIS 1416.2N04236.9E** **HODEIDAH 1446.4N 04259.2E**

UA145	**LORNO 372400N 0190000E** **TRL 3724.2N 02220.4E** **PLH 3513.7N 02340.9E** **SALUN 340000N 0242700E *** **BRN 3134.5N 02600.3E** **DANAD 2851.1N 02806.1E** **ALTAT 263600N 02946.3E** **EGPAR 2614.8N 03001.8E** **AVIVA 2548.3N 03020.5E** **KHG 2526.9N 03035.4E** **KUNAK 2527.7N 03041.2E** **EMENA 2537.8N 03151.8E** **(LUXOR) 2445.0N 03246.1E** **ASRAB 2547.4N 03306.3E** **LORAS 2556.8N 03427.2E** **IMRAD 260500N 0354400E** **WEJH 2610.8N 03629.3E** **HLF 262600N 03916.1E** **ALNAT 262400N 04057.9E** **GASSIM 2617.9N 04346.8E** **LABIS 2618.2N 04517.9E** **PUSLA 261800N 04617.1E** **MGA 2617.3N 04712.4E** **MUSRI 2616.8N 04741.6E** **ALMAL 2615.9N 04821.1E** **ASKIM 2617.4N 04842.6E** **DELMU 2618.9N 04903.4E** **KING FAHD 2621.9N 04949.2E**
~~UA219~~	**~~(NAWABSHAH)~~** **~~SERKA 2951.0N 06615.0E~~** **~~KANDAHAR~~** **~~(TERMEZ)~~**
UA408	**(ADDIS ABABA)** **BOPSA 1312.0N 04149.8E** **IBRAD 1325.9N 04200.0E** **OKMAB 1333.00N 04305.0E** **EDITO 1339.3N 04209.3E** **SOLIR 1352.4N 04219.3E** **SALEH 140000N 0420000E** **ORNIS 1416.2N04236.9E** **HODEIDAH 1446.4N 04259.2E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

A411	**(CAIRO) 3005.5N 03123.3E** **MENLI 2947.0N 03152.1E** **KAMIS 2917.0N 03236.1E** **SHARM EL SHEIKH** **PASAM 2730.8N 03455.7E** ***Note 7(OE)** **WEJH 2610.8N 03629.3E** **MUVAT 2537.9N 03654.8E** **YEN 2409.0N 03802.3E** **PURGA 2336.3N 03817.4E** **MOSIM 2236.2N 03844.9E** **JDW 2140.7N 03910.0E** **GINDI 2053.4N 03949.6E** **NABEL 2001.9N 04032.1E** **QUN 1922.2N 04104.5E** **TALIB 1838.9N 04131.2E** **GIZ 1654.5N 04234.7E** **NABAN 1631.4N 04301.8E** **IMSIL 1557.6N 04313.2E** **SAA 1530.0N 04413.2E**
~~**A412**~~	~~**JERUSALEM * Note 4(OJ)**~~ ~~**AMMAN**~~ ~~**ZELAF 3257.0N 03800.0E**~~ ~~**TANF**~~
A413	**TESSO 2828.9N 04927.4E** **VUXAL 2835.5N 04946.1E** ~~**ALNIN 2840.9N 05001.6E**~~ ~~**BUSHEHR**~~
~~**A414**~~ **A14/M872**	**GITLA 3219.1N 03402.8E** **(SITIA)**
A415	**KING KHALID** **HSA 2516.7N 04929.0E** **DOHA * Note 5(OE,OB)** **SHARJAH**
A416	**ARDABIL** **RASHT** **NOSHAHR** **DASHTE NAZ** **SABZEVAR** MASHHAD

UA411	**(CAIRO) 3005.5N 03123.3E** **MENLI 2947.0N 03152.1E** **KAMIS 2917.0N 03236.1E** **SHARM EL SHEIKH** **PASAM 2730.8N 03455.7E** ***Note 7(OE)** **WEJH 2610.8N 03629.3E** **MUVAT 2537.9N 03654.8E** **YEN 2409.0N 03802.3E** **PURGA 2336.3N 03817.4E** **MOSIM 2236.2N 03844.9E** **JDW 2140.7N 03910.0E** **GINDI 2053.4N 03949.6E** **NABEL 2001.9N 04032.1E** **QURN1922.2N 04104.5E** **TALIB 1838.9N 04131.2E** **GIZ 1654.5N 04234.7E** **NABAN 1631.4N 04301.8E** **IMSIL 1557.6N 04313.2E** **SAA 1530.0N 04413.2E**
~~**UA412**~~	~~**JERUSALEM* Note 4(OJ)**~~ ~~**AMMAN**~~ ~~**ZELAF 3257.0N 03800.0E**~~ ~~**TANF**~~
UA413	**TESSO 2828.9N 04927.4E** **VUXAL 2835.5N 04946.1E** ~~**ALNIN 2840.9N 05001.6E**~~ ~~**BUSHEHR**~~
~~**UA414**~~ **UA14/UM872**	**GITLA 3219.1N 03402.8E** **(SITIA)**
UA415	**KING KHALID** **HSA 2516.7N 04929.0E** **DOHA * Note 5(OE,OB)** **SHARJAH**
UA416	**ARDABIL** **RASHT** **NOSHAHR** **DASHTE NAZ** **SABZEVAR** MASHHAD

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

A417	**PUTRA 165432N 0525631E** **LOTEL 180926N0514103E** **IMPOS 183136N 0511848E** **SILPA 184953N 0510158E** **ASTIN 200410N 0495320E** **NONGA 205048N 0492014E** **ALRIK 220631N 0482535E** **AMBAG 230529N 0474611E** **RESAL 240649N 0470427E** **KIA 245310N 0464534E**	**UA417**	**PUTRA 165432N 0525631E** **LOTEL 180926N0514103E** **IMPOS 183136N 0511848E** **SILPA 184953N 0510158E** **ASTIN 200410N 0495320E** **NONGA 205048N 0492014E** **ALRIK 220631N 0482535E** **AMBAG 230529N 0474611E** **RESAL 240649N 0470427E** **KIA 245310N 0464534E**
A418	**DAPER 2545.4N 05457.5E** ROTAL 2732.7N 05353.3E ~~**KUMUN 254000N 0551515E**~~ ~~**PAPAR 2640N 05427E**~~*** Note 7** **Segment ~~KUMUN-PAPAR~~ DAPER-ROTAL(OI and OM)** **SHIRAZ**		
A419	**(ASHGABAT)** **RIKOP 3740.0N 05814.8E** **SABZEVAR (SBZ)** **TABAS (TBS)** **DARBAND (DAR)** **KERMAN (KER)** **BANDAR ABBAS (BND)** **DARAX 260942N 0555300E** **SHARJAH** **MIADA 245112N 0545736E** **ADV 2425.1N 05440.4E** **MUSEN 2414.6N 05432.6E** **GOGLU 231051N 0523109E** **KITAP 224928N 0522923E** **PURDA 210805N 0510329E** **ASTIN 200410N 0495320E** **KUTMA 182927N 0481202E** **SHARURAH (SHA)** **SANA'A** **HODEIDA**	**UA419**	**(ASHGABAT)** **RIKOP 3740.0N 05814.8E** **SABZEVAR (SBZ)** **TABAS (TBS)** **DARBAND (DAR)** **KERMAN (KER)** **BANDAR ABBAS (BND)** **DARAX 260942N 0555300E** **SHARJAH** **MIADA 245112N 0545736E** **ADV 2425.1N 05440.4E** **MUSEN 2414.6N 05432.6E** **GOGLU 231051N 0523109E** **KITAP 224928N 0522923E** **PURDA 210805N 0510329E** **ASTIN 200410N 0495320E** **KUTMA 182927N 0481202E** **SHARURAH (SHA)** **SANA'A** **HODEIDA**
A422	**UROMIYEH** **SETNA 3756.3N 04555.4E** **TABRIZ** **PARSABAD** **PARSU 3937.8N 04804.8E** **KARAD 4014.3N 04929.5E** **(BAKU)**	**UA422**	**UROMIYEH** **SETNA 3756.3N 04555.4E** **TABRIZ** **PARSABAD** **PARSU 3937.8N 04804.8E** **KARAD 4014.3N 04929.5E** **(BAKU)**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

A424	**BAGHDAD** **LOTAN 2959.7N 04338.8E** **RAFHA * Note 3** **HAIL** **MADINAH KING ABDULAZI**
~~**A451**~~	~~**BRN 3134.5N 02600.3)**~~ ~~**KATAB 2925.0N 2905.1E**~~ ~~**AST 2701.9N 03101.9E**~~ ~~**LUXOR**~~ ~~**ALEBA 2200.0N 03527.0E**~~ ~~**PORT SUDAN**~~ ~~**[ASMARA] * Note 1**~~ ~~**ASSAB 1304.0 N 04238.8E**~~ ~~**PARIM 1231.7N 04327.2E**~~ ~~**ADEN (KRA)**~~ ~~**ANGAL 1614.0N 06000.0E**~~ ~~**(MUMBAI BBB)**~~
A453	~~**(RAMSO 3425.4N 05457.5**~~ ~~**(MURAD 3431.0N 06909.0E)**~~ ~~**(PATOX 3332.9N 06825.2E)**~~ ~~**(PAROD 3129.0N 06554.0E)**~~ ~~**(KABUL)**~~ ~~**(GHAZNI)**~~ ~~**KANDAHAR)**~~ ~~**(GADER 2941.0N 06128.1E)**~~ ~~**PIRAN 2934.1N 06128.1E**~~ **ZAHEDAN (ZDN)** **BANDAR ABBAS (BND)** **GHESHM (KHM)** **BANDAR LENGEH** **KISH** **MIDSI 2641.7N05152.5E** **TOBLI 262134N0512301E** **OTATA 261843N0510052E** **BAHRAIN * Note 7 (OB, OI)** **PEBOS 262722N0503043E** **RULEX 264529N0501745E** **ALVUN 271028N0494455E** **SOLEM 275229N0491136E** **KUMBO 281705N0495526E** **AWADI 2834.5N 04843.9E** **DEBTI 2844.1N 04829.4E** **KUA 2913.1N 04759.1E**

UA424	**BAGHDAD** **LOTAN 2959.7N 04338.8E** **RAFHA * Note 3** **HAIL** **MADINAH KING ABDULAZIZ**
~~**UA451**~~	~~**BRN 3134.5N 02600.3)**~~ ~~**KATAB 2925.0N 2905.1E**~~ ~~**AST 2701.9N 03101.9E**~~ ~~**LUXOR**~~ ~~**ALEBA 2200.0N 03527.0E**~~ ~~**PORT SUDAN**~~ ~~**[ASMARA] * Note 1**~~ ~~**ASSAB 1304.0 N 04238.8E**~~ ~~**PARIM 1231.7N 04327.2E**~~ ~~**ADEN (KRA)**~~ ~~**ANGAL 1614.0N 06000.0E**~~ ~~**(MUMBAI BBB)**~~
UA453	~~**(RAMSO 3425.4N 05457.5**~~ ~~**(MURAD 3431.0N 06909.0E)**~~ ~~**(PATOX 3332.9N 06825.2E)**~~ ~~**(PAROD 3129.0N 06554.0E)**~~ ~~**(KABUL)**~~ ~~**(GHAZNI)**~~ ~~**KANDAHAR)**~~ ~~**(GADER 2941.0N 06128.1E)**~~ ~~**PIRAN 2934.1N 06128.1E**~~ **ZAHEDAN (ZDN)** **BANDAR ABBAS (BND)** **GHESHM (KHM)** **BANDAR LENGEH** **KISH** **MIDSI 2641.7N05152.5E** **TOBLI 262134N0512301E** **OTATA 261843N0510052E** **BAHRAIN * Note 7 (OB, OI)** **PEBOS 262722N0503043E** **RULEX 264529N0501745E** **ALVUN 271028N0494455E** **SOLEM 275229N0491136E** **KUMBO 281705N0495526E** **AWADI 2834.5N 04843.9E** **DEBTI 2844.1N 04829.4E** **KUA 2913.1N 04759.1E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

A454	**(KC) 2454.6N 06710.6E** **BEGIM 2443.0N 06700.0E** *** Note 7 (OO, OP)** **MELOM 2505.0N 06632.0E** **PUNEL 2520.0N 06523.0E** **PARET 2527.2N 06451.5E** **TAPDO 242400N 0612000E** **VUSET 235540N 0590812E** **PASOV 243841N 0565037E**
~~**A466**~~	~~**(TERMEZ)**~~ ~~**AMDAR 3712.5N 06720.6E**~~ ~~**KABUL3431.1N 06909.1E**~~ ~~**SANAM 3305.0N 07003.0E**~~ ~~**(DERA ISMAIL KHAN)**~~ ~~**(JHANG 3116.0N 07218.0E)**~~ ~~**(SAMAR 3120.8N 07434.0E)**~~ ~~**(ASARI 3048.3N 07509.6E)**~~
A727	**PAXIS 3357.1N 02720.0E** **OTIKO 3134.3N 02936.6E** **ALEXANDRIA (AXD)** **MENKU 3105.5N 03018.1E** **CAIRO (CVO)** **LUXOR (LXR)** **ABU SIMBLE (SML)** **NUBAR 220000N 03118.1E** **MEROWE (MRW)** **KHARTOUM (KTM)** **KENANA (KNA)** **LODWAR (LOV)** **NAKURU (NAK)** **NAIROBI (NV)** **KILIMANJARO (KV)**

UA454	**((KC) 2454.6N 06710.6E** **BEGIM 2443.0N 06700.0E** *** Note 7 (OO, OP)** **MELOM 2505.0N 06632.0E** **PUNEL 2520.0N 06523.0E** **PARET 2527.2N 06451.5E** **TAPDO 242400N 0612000E** **VUSET 235540N 0590812E** **PASOV 243841N 0565037E**
~~**UA466**~~	~~**(TERMEZ)**~~ ~~**AMDAR 3712.5N 06720.6E**~~ ~~**KABUL 3431.1N 06909.1E**~~ ~~**SANAM 3305.0N 07003.0E**~~ ~~**(DERA ISMAIL KHAN)**~~ ~~**(JHANG 3116.0N 07218.0E)**~~ ~~**(SAMAR 3120.8N 07434.0E)**~~ ~~**(ASARI 3048.3N 07509.6E)**~~
UA727	**PAXIS 3357.1N 02720.0E** **OTIKO 3134.3N 02936.6E** **ALEXANDRIA (AXD)** **MENKU 3105.5N 03018.1E** **CAIRO (CVO)** **LUXOR (LXR)** **ABU SIMBLE (SML)** **NUBAR 220000N 03118.1E** **MEROWE (MRW)** **KHARTOUM (KTM)** **KENANA (KNA)** **LODWAR (LOV)** **NAKURU (NAK)** **NAIROBI (NV)** **KILIMANJARO (KV)**
UA775	**REXOD 211230N 0613830E** **TUMET 222307N 0595702E** **IMDEK 224647N 0592217E** **OBTIN 230216N 0585920E** **KUSRA 231726N 0585102E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

A777	**TONVO 250500N 0563200E** **BUBAS 245938N 05700 03E** **NADSO 244957N 0574926E** **MUNGA 242516N 0584533E** **MIXOL 240618N 0592739E** **VAXIM 231900N 0611100E**
A788	**HALAIFAH** **HAIL** **HAFR AL BATIN** *Note 7 **WAFRA 2837. 3N 04757. 5E** **PATIR 285606N 0492923E** **KAPIP 290217N 0500054E** **BUSHEHR** **VATOB 2851.4N 05116.6E** **SHIRAZ**
A791	**MENLI 2947.0N 03152.1E** **SISIK 2936.0N 03241.E** **NUWEIBAA** **KITOT 2902.1N 03450.8E** ***Note 7 (OE)** **SOBAS 2756.0N 03904.9E** **HAIL** **BPN 2703.2N 04526.7E** **KING FAHD** **BAHRAIN *Note 7 Bahrain-** **LOTIT 264856N0511237E** **NADAM 255854N 0533933E** **SHARJAH SHR 2519.7N 05531.3E** **IMLOT 2517.1N 05708.1E** **KANAS 2515.9N 05747.0E** **DIVAB 2510.7N 05952.1E** **EGPIC 2508.6N 06029.5E** **(JIWANI)** **LATEM 2431.7N 06449.7E**
B121	**RUDESHUR(RUS)** **RASHT(RST)** **MAGRI 3854.1N 04623.0E**

UA788	**HALAIFAH** **HAIL** **HAFR AL BATIN***Note 7 **WAFRA 2837. 3N 04757. 5E** **PATIR 285606N 0492923E** **KAPIP 290217N 0500054E** **BUSHEHR** **VATOB 2851.4N 05116.6E** **SHIRAZ**
UA791	**MENLI 2947.0N 03152.1E** **SISIK 2936.0N 03241.E** **NUWEIBAA** **KITOT 2902.1N 03450.8E** ***Note 7 (OE)** **SOBAS 2756.0N 03904.9E** **HAIL** **KING FAHD** **BPN 2703.2N 04526.7E** **BAHRAIN *Note 7 Bahrain-** **LOTIT 264856N0511237E** **NADAM 255854N 0533933E** **SHARJAH SHR 2519.7N 05531.3E** **IMLOT 2517.1N 05708.1E** **KANAS 2515.9N 05747.0E** **DIVAB 2510.7N 05952.1E** **EGPIC 2508.6N 06029.5E** **(JIWANI)** **LATEM 2431.7N 06449.7E**
UB121	**RUDESHUR(RUS)** **RASHT(RST)** **MAGRI 3854.1N 04623.0E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

B400	**~~SEEB~~ Muscat (MCT)** **ITURA 232351N 0580720E** **IZKI (IZK)** **HAIMA (HAI)** **ASTUN 180832N0551040E** **DAXAM 171612N 0544715E** **~~BOSKI 1607.3N 5416.8E~~** **~~ALULA 1207.3N 05102.7E~~** **MUTVA 165325N 0543201E** **IMKAD 155245N 0535147E** **NODMA 152603N 0533358E** **RIGAM 143932N 0530414E** **RAPDO 132317N 0521532E** **VEDET 120134N 0512410E** **(MOGADISHU)**
B401	**ARAR (AAR)** **BASRAH (BSR) * Note 3**
~~B402~~	**~~ELEXI 3441.5N 04109.0E~~** **~~DIER ZZOR~~** **~~ALEPPO~~** **~~NISAP 364724N 0363830E~~**
B404	**HARGA (HARGEISA)** **~~IMRUB 120200N 0481500E~~** **~~ODAKA 144036N 0523400E~~** **DEMGO 120258N 0483040E** **PURKA 131208N 0503042E** **GESIX 134440N 0512823E** **RIGAM 143932N 0530414E**
B406	**BEN GURION (BGN)** **(LARNACA)**
B407	**KING ABDULAZIZ (JDW)** **MAHDI 2026.0N 03739.3E** **(PORT SUDAN) PSD**

UB400	**~~SEEB~~ Muscat (MCT)** **ITURA 232351N 0580720E** **IZKI (IZK)** **HAIMA (HAI)** **ASTUN 180832N0551040E** **DAXAM 171612N 0544715E)** **~~BOSKI 1607.3N 5416.8E~~** **~~ALULA 1207.3N 05102.7E~~** **MUTVA 165325N 0543201E** **IMKAD 155245N 0535147E** **NODMA 152603N 0533358E** **RIGAM 143932N 0530414E** **RAPDO 132317N 0521532E** **VEDET 120134N 0512410E** **(MOGADISHU)**
UB401	**ARAR (AAR)** **BASRAH (BSR) * Note 3**
~~UB402~~ **UM861**	**~~ELEXI 3441.5N 04109.0E~~** **~~DIER ZZOR~~** **~~ALEPPO~~** **~~NISAP 364724N 0363830E~~**
UB403	**MANDERA** **~~ATUKO 081811N 046040E~~** **~~UBTEN 120814N 0495611E~~** **~~ODAKA 144036N 0523400E~~** **BOMIX 121002N 0502757E** **ODBEN 123747N 0505648E** **KAVAN 133250N 0515431E** **RIGAM 143932N 0530414E**
UB404	**HARGA (HARGEISA)** **~~IMRUB 120200N 0481500E~~** **~~ODAKA 144036N 0523400E~~** **DEMGO 120258N 0483040E** **PURKA 131208N 0503042E** **GESIX 134440N 0512823E** **RIGAM 143932N 0530414E**
UB406	**BEN GURION (BGN)** **(LARNACA)**
UB407	**KING ABDULAZIZ (JDW)** **MAHDI 2026.0N 03739.3E** **(PORT SUDAN) PSD**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

B410	**(MUT)** **CHEKA (CAK) *Note 3 (OS)** **DAMASCUS (DAM)**
B411	**METSA 2930.0N 03500.0E** **AL SHIGAR (ASH) * Notes2 and 3** **ARAR (AAR)** **LOVEK 3222.1N 04440.0E** **NOLDO 3249.5N 04521.5E** **PAXAT 332056N 0460519E** **ILAM (ILM)** **MALAYER (MAL)** **SAVEH (SAV)** **[TEHRAN] (TRN) * Note 1** **DEHNAMAK (DHN)** **MASHHAD (MSD)**
B412	**DAMASCUS (DAM)** **[AMMAN] * Note 2(OS, OJ)** **AL SHIGAR (ASH)** **HALAIFA (HLF)** **[KING ABDULAZIZ] (JDW)**
B413	**(PORT SUDAN) PSD** **DANAK 1608.0N 04129.0E** **HODEIDAH** **TAIZ** **ADEN** **ZIZAN 1151.6N 04539.2E** **AVIMO 0332.9N 05052.6E** **(~~GAGDO 0725.0N 04827.0E~~)** **(~~PRASLIN~~)**
B415	**DOHA (DOH)** **AFNAN 2508.9N 05155.9E** **BUNDU 2500.4N 05229.4E** GADVO 2441.4N 05343.0E KUNGU 2437.9N 05356.4E **ABU DHABI ~~AUH~~** **ADV 2425.1N 05440.4E**

UB410	**(MUT)** **CHEKA (CAK) *Note 3 (OS)** **DAMASCUS (DAM)**
UB411	**METSA 2930.0N 03500.0E** **AL SHIGAR (ASH) * Notes2 and 3** **ARAR (AAR)** **LOVEK 3222.1N 04440.0E** **NOLDO 3249.5N 04521.5E** **PAXAT**332056N 0460519E **ILAM (ILM)** **MALAYER (MAL)** **SAVEH (SAV)** **[TEHRAN] (TRN) * Note 1** **DEHNAMAK (DHN)** **MASHHAD (MSD)**
UB412	**DAMASCUS** **[AMMAN] * Note 2(OS, OJ)** **AL SHIGAR (ASH)** **HALAIFA (HLF)** **[KING ABDULAZIZ] (JDW)**
UB413	**(PORT SUDAN)** **DANAK 1608.0N 04129.0E** **HODEIDAH** **TAIZ** **ADEN** **ZIZAN 1151.6N 04539.2E** **AVIMO 0332.9N 05052.6E** **(~~GAGDO 0725.0N 04827.0E~~)** **(~~PRASLIN~~)**
UB415	**DOHA (DOH)** **AFNAN 2508.9N 05155.9E** **BUNDU 2500.4N 05229.4E** GADVO 2441.4N 05343.0E KUNGU 2437.9N 05356.4E **ABU DHABI ~~AUH~~** **ADV 2425.1N 05440.4E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

B416	**KUWAIT (KUA)** **TESSO 282852N0492723E** **GEVAL 283625N0492722E** **KUVER 280924N0500600E** **IMDAT 2741.0N 05111.0E** **ORSAR 2604.5N 05357.5E** **PEBAT 2551.9N 05423.9E** **DESDI 2536.0N 05442.5E** ~~**SHARJAH**~~
B417	**MAHSHAHR (MAH)** **TULAX 2938 53N 04903 01E** **DESLU 2928.0N 04901.8E** **ALVIX 2919.3N04824.2E** **KUWAIT (KUA) *See Note 3** **HAFR AL BATIN (HFR)** KMC **GASSIM (GAS)** **BIR-DARB (BDB)** **BOPEG 2316.4N 04037.2E** **KING ABDULAZIZ (JDW)**
B418	**SEMRU 2802.0N 03203.0E** **HURGHADA (HGD)** **WEJH (WEJ)** **KODIN 2517.9N 03836.2E** **MADINAH(PMA)** **BIR DARB (BDB)** **AL DAWADMI (DAW)** **KING KHALID (KIA)** **ALMAL 2615.9N 04821.1E** ~~**KING FAHD (KFA)**~~ ~~**PIMAL 2626.5N 05122.1E**~~ **LOTIT 264856N0511237E** **MIDSI 264142N0515442E** **TEHRAN (FIR)**
~~**B419**~~	~~**[DOHA]**~~ ~~**[KING FAHD] * Note3 (OB, OT)**~~ ~~**ALVON 2700.2N 05007.2E**~~ ~~**SELEG 2801.5N 04922.2E**~~ ~~**KUWAIT**~~
B419	**KING FAHD (KFA)** **RAMSI 270249N0500714E**

UB416	**KUWAIT (KUA))** **TESSO 282852N0492723E** **GEVAL 283625N0492722E** **KUVER 280924N0500600E** **IMDAT 2741.0N 05111.0E** **ORSAR 2604.5N 05357.5E** **PEBAT 2551.9N 05423.9E** **DESDI 2536.0N 05442.5E** ~~**SHARJAH**~~
UB417	**MAHSHAHR (MAH)** **TULAX 2938 53N 04903 01E** **DESLU 2928.0N 04901.8E** **ALVIX 2919.3N04824.2E** **KUWAIT (KUA) *See Note 3** **HAFR AL BATIN (HFR)** **KMC** **GASSIM (GAS)** **BIR-DARB (BDB)** **BOPEG 2316.4N 04037.2E** **KING ABDULAZIZ**
UB418	**SEMRU 2802.0N 03203.0E** **HURGHADA (HGD)** **WEJH (WEJ)** **KODIN 2517.9N 03836.2E** **MADINAH(PMA)** **BIR DARB (BDB)** **AL DAWADMI (DAW)** **KING KHALID (KIA)** **ALMAL 2615.9N 04821.1E** ~~**KING FAHD (KFA)**~~ ~~**PIMAL 2626.5N 05122.1E**~~ **LOTIT 264856N0511237E** **MIDSI 264142N0515442E** **TEHRAN (FIR)**
~~**UB419**~~	~~**[[DOHA]**~~ ~~**[KING FAHD] * Note3 (OB, OT)**~~ ~~**ALVON 2700.2N 05007.2E**~~ ~~**SELEG 2801.5N 04922.2E**~~ ~~**KUWAIT**~~
UB419	**KING FAHD (KFA)** **RAMSI 270249N0500714E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

B424	**~~SANA' A 153000N 0441310.6E~~** **ITOLI 152825N 0450927E** **SABEL 185200N 05203.7E** **OTISA 201000N 0554556E** **GISKA 213503N 0574014E**	**UB424**	**~~SANA' A 153000N 0441310.6E~~** **ITOLI 152825N 0450927E** **SABEL 185200N 05203.7E** **OTISA 201000N 0554556E** **GISKA 213503N 0574014E**
B441	**MASHHAD (MSD)** **OTRUZ 363108N 0610956E** **~~ASHGABAT~~**	**UB441**	**MASHHAD** **OTRUZ 363108N 0610956E** **~~ASHGABAT~~**
B451	**DEHNAMAK (DHN)** **BOJNORD (BRD)** **DOLOS 375006N 0580200E** **(ASHGABAT) (ASB)**	**UB451**	**DEHNAMAK (DHN)** **BOJNORD (BRD)** **DOLOS 375006N 0580200E** **(ASHGABAT) (ASB)**
B457	**BAHRAIN (BAH)** **ELOSA 2548.8N 05142.6E** *** Note7 (segment ELOSA-REXOD** **GITEX 252609N 0523832E** **ABU DHABI (ADV)** **LABRI 240344N 0553842E** *** Note 7 RNAV 1 (OO)** **EGROK 235253N 0560126E** **LAKLU 232235N 0570401E** **GEVED 230105N 0575111E** **~~LOTUD 223720N 0583503E~~** **TOLDA 223720N 0583503E** **REXOD211230N 0613830E**	**UB457**	**BAHRAIN (BAH)** **ELOSA 2548.8N 05142.6E** *** Note7 (segment ELOSA-REXOD)** **GITEX 252609N 0523832E** **ABU DHABI (ADV)** **LABRI 240344N 0553842E** *** Note 7 RNAV 1 (OO)** **EGROK 235253N 0560126E** **LAKLU 232235N 0570401E** **GEVED 230105N 0575111E** **~~LOTUD 223720N 0583503E~~** **TOLDA 223720N 0583503E** **REXOD211230N 0613830E**	
~~B466~~	**~~NAWABSHAH 2613.1N 06823.1E~~** **~~KANDAHAR 312900N 0655400E~~** **~~CHARN 351000N 0610800E~~**		
B505	**LALDO 251806N 0563600E * Note 7** **RNAV 1 (OO)** **NADSO 244957N 0574926E** ITLOB 244325N 0590701E **EGTAL 2434 58N 06037 24E**		
B524	**NADSO 244957N 0574926E * Note 7** **DAMUM 243236N 0591307E** **VEKAN 241235N 0604454E** **ALPOR 2404 42N 06120E**		

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

B526	**(ASMARA) ASM** **HODEIDAH (HDH)** **RIYAN (RIN)** **RIGAM 143932N 0530414E**
B535	**(DJIBOUTI) DTI** **ADEN (KRA)** **RIYAN (RIN)** **KAPET 1633 22N 0530614E** **SALALAH (SLL)** **ASTUN 180832N0551040E** ~~**MARMUL(MRL)**~~
~~**B538**~~	~~**(GAZIANTEP)**~~ ~~**ALEPPO**~~ ~~**KARIATAIN**~~ ~~**DAMASCUS * Note 2(OS)**~~
B540	~~**TOTOX 215030N 0622230E**~~ ~~**ITUDO 2347N 0580113E**~~ GERAR 240600N 0573616 **PASOV 243841N 0565037E** **KUPMA 245148N 0562648E** **BUBIN 245742N 0560642E**
B544	**(GAZIANTEP) GAZ** **ALEPPO (ALE)** **TANF (TAN)** **TURAIF (TRF)** **AL SHIGAR (ASH)** **HALAIFA (HLF)** **MADINAH (PMA)** **RABIGH (RBG)** **KING ABDULAZIZ (JDW)** **QUNFIDAH (QUN)** **ABHA (ABH)** **NOBSU** ~~**SANA'A**~~ **KRA**
~~**B545**~~	~~**(MUT)**~~ ~~**BALMA 3428.9N 035 3.0E**~~ ~~**KHALDEH**~~ ~~**AMMAN * Note 3&4 (OJ)**~~

UB526	**(ASMARA) ASM** **HODEIDAH (HDH)** **RIYAN (RIN)** **RIGAM 143932N 0530414E**
UB535	**(DJIBOUTI) DTI** **ADEN (KRA)** **RIYAN (RIN)** **KAPET 1633 22N 0530614E** **SALALAH (SLL)** **ASTUN 180832N0551040E** ~~**MARMUL(MRL)**~~
~~**UB538**~~	~~**(GAZIANTEP)**~~ ~~**ALEPPO**~~ ~~**KARIATAIN**~~ ~~**DAMASCUS * Note 2 (OS)**~~
UB544	**(GAZIANTEP) GAZ** **ALEPPO (ALE)** **TANF (TAN)** **TURAIF (TRF)** **AL SHIGAR (ASH)** **HALAIFA (HLF)** **MADINAH (PMA)** **RABIGH (RBG)** **KING ABDULAZIZ (JDW)** **QUNFIDAH (QUN)** **ABHA (ABH)** **NOBSU** ~~**SANA'A**~~ KRA
~~**UB545**~~	~~**(MUT)**~~ ~~**BALMA 3428.9N 035 3.0E**~~ ~~**KHALDEH**~~ ~~**AMMAN * Note 3&4(OJ)**~~

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

B549	**THAMUD 171700N 0495500E** **ITELI 171310N 0502605E** **GOGRI 170752N 0510857E** **TONRO 165850N 0522235E** **PUTRA 165432N 0525631E** **LADAR 165324N 0534655E** **MUTVA 165325N 0543201E** **KIVEL 165306N 0553633E**
G183 **UL550**	**(KAROL 3252.0N 03229.0E)** **PASOS** **EL ARISH (ARH)** **TABA (TBA)** **NUWEIBAA (NWB)**
G202	**(VELOX 3349.0N 03405.0E)** **SILKO 3347.9N 03435.0E** **KHALDEH (KAD)* Note 4 (OS)** **DAKWE 3338.9N 03555.0E** **DAMASCUS (DAM)** **TANF (TAN)** **MODIK 3328.1N 03901.0E** **RAPLU 3323.0N 04145.5E** **PUSTO 3321.0N 04245.0E** **DELMI 331918.31N 0431327.59E** **BGD** **ITOVA 331950.91N 0444128.97E** ~~**PARUN 3324.2N 04502.0E**~~ **RAGET 3330.8N 04553.8E** **ILAM (ILM)** **KHORAM ABAD (KRD)** **ESFAHAN (ISN)** **NODLA** **BIRJAND (BJD)** **(KAMAR 3239.0N 06044.0E)** ~~**(DILAM 3210.5N 06324.0E)**~~ ~~**(PAROD 3129.0N 06554.0E)**~~ ~~**DILARAM**~~ ~~**KANDAHAR**~~ ~~**(ZHOB ZB)**~~ ~~**(RAHIM YAR KHAN RK)**~~ ~~**(TIGER 2828.8N 07214.9E)**~~

UB549	**THAMUD 171700N 0495500E** **ITELI 171310N 0502605E** **GOGRI 170752N 0510857E** **TONRO 165850N 0522235E** **PUTRA 165432N 0525631E** **LADAR 165324N 0534655E** **MUTVA 165325N 0543201E** **KIVEL 165306N 0553633E**
UG202	**(VELOX 3349.0N 03405.0E)** **SILKO 3347.9N 03435.0E** **KHALDEH (KAD)* Note 4 (OS)** **DAKWE 3338.9N 03555.0E** **DAMASCUS (DAM)** **TANF (TAN)** **MODIK 3328.1N 03901.0E** **RAPLU 3323.0N 04145.5E** **PUSTO 3321.0N 04245.0E** **DELMI 331918.31N 0431327.59E** **BGD** **ITOVA 331950.91N 0444128.97E** ~~**PARUN 3324.2N 04502.0E**~~ **RAGET 3330.8N 04553.8E** **ILAM (ILM)** **KHORAM ABAD (KRD)** **ESFAHAN (ISN)** **NODLA** **BIRJAND (BJD)** **(KAMAR 3239.0N 06044.0E)** ~~**(DILAM 3210.5N 06324.0E)**~~ ~~**(PAROD 3129.0N 06554.0E)**~~ ~~**DILARAM**~~ ~~**KANDAHAR**~~ ~~**(ZHOB ZB)**~~ ~~**(RAHIM YAR KHAN RK)**~~ ~~**(TIGER 2828.8N 07214.9E)**~~

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

~~G206~~	~~DILAM 3210.5N 06324.0E~~ ~~DILARAM~~ ~~MURAD 3431.0N 006909.0E~~ ~~KABUL~~ ~~SABAR 3537.0N 07131.0E~~ ~~(PURPA 3656.5N 07524.5E)~~ ~~* Note 3~~
G208	(PANJGUR) PG KEBUD 2735.9N 06250.4E ZAHEDAN (ZDN) DARBAND (DAR) NODLA 325330N 0545850E ANARAK (ANK) TEHRAN (TRN) ZANJAN (ZAJ)) UROMIYEH (UMH) ALRAM 3743.0N 04437.0E ~~(SHRT)~~
G216	LAKLU 232235N 0570401E *Note 7 ~~SEEB~~(MCT) ITILA 234055N 0584817E SODEB 234747N 0593023E DORAB 235033N 0594746E ALPOR 240441N 0612000E LATEM (KC)
G452	SHIRAZ (SYZ) KERMAN (KER) ZAHEDAN (ZDN) (RAHIMYAR KHAN) RK TIGER 2828.8N 07214.9E LKA 2811.3N 074006.7E CHI 2820.9N 07440.0E
G462	~~BAHRAIN (BAH)~~ ~~PIMAL2626.5N 05122.1E~~ * Note 7 between ROVOS and BALUS ~~AUH and URITO~~ ~~URITO 2616.1N 05148.8 E~~ BALUS 2545.9N 05304.4E ~~ABU DHABI~~ ROVOS 241825N 0552143E

~~UG206~~	~~DILAM 3210.5N 06324.0E~~ ~~DILARAM~~ ~~MURAD 3431.0N 006909.0E~~ ~~KABUL~~ ~~SABAR 3537.0N 07131.0E~~ ~~(PURPA 3656.5N 07524.5E)~~ ~~* Note 3~~
UG208	((PANJGUR) PG KEBUD 2735.9N 06250.4E ZAHEDAN (ZDN) DARBAND (DAR) NODLA 325330N 0545850E ANARAK (ANK) TEHRAN (TRN) ZANJAN (ZAJ) UROMIYEH (UMH) ALRAM 3743.0N 04437.0E ~~(SHRT)~~
UG216	LAKLU 232235N 0570401E *Note 7 ~~SEEB~~(MCT) ITILA 234055N 0584817E SODEB 234747N 0593023E DORAB 235033N 0594746E ALPOR 240441N 0612000E LATEM (KC)
UG452	SHIRAZ (SYZ) KERMAN (KER) ZAHEDAN (ZDN) (RAHIMYAR KHAN) RK TIGER 2828.8N 07214.9E LKA 2811.3N 074006.7E CHI 2820.9N 07440.0E
UG462	~~BAHRAIN (BAH)~~ ~~PIMAL2626.5N 05122.1E~~ * Note 7 between ROVOS and BALUS ~~AUH and URITO~~ ~~URITO 2616.1N 05148.8 E~~ BALUS 2545.9N 05304.4E ~~ABU DHABI~~ ROVOS 241825N 0552143E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

G650	**KING ABDULAZIZ (JDW)** **RASKA 1908.0N 03903.0E** **(ASMARA)**
G652	**ADEN (KRA)** **IMPOS 183136N 0511848E** **DUDRI 190000N 0520000E** **TOKRA 220925N 0553350E** **TAPDO 2424N 06120 E**
G660	**(PORT SUDAN) PSD** **BOGUM 2006.6N 03803.0E** **KING ABDULAZIZ (JDW)** ~~**ABU DHABI * Note3 (OE, OM)**~~
G662	**[DAMASCUS] (DAM** **[GURIAT] * Notes 1 and 3 (OS, OJ)** **AL SHIGAR (ASH)** **HAIL (HIL)** **GASSIM (GAS)** **KING KHALID (KIA)**
G663	**KING KHALID (KIA)** **SILNO 2640.4N 04757.7E** **KING FAHD (KFA)** **ALSER 2710.8 05049.5E** **SHIRAZ (SYZ)** **YAZD (YZD)** **NODLA 3253.3N 05458.8E** **TABAS (TBS)** **MASHAD (MSD)**
~~**G664**~~	~~**APLON 3352.0N 03204.0E**~~ ~~**BEN GURION**~~ ~~**AMMAN**~~
G665	**ABADAN (ABD)** **SHIRAZ (SYZ) * Note 5 (OI)** **NABOD 2816.1N 05825.8E** **LOXOL 2745.9N 06045.6E** **ASVIB 2657.4N 06318.2E** ~~**EGSAL 2716.8N 06249.0E**~~ **(PANJGUR) PG**

UG650	**KING ABDULAZIZ (JDW)** **RASKA 1908.0N 03903.0E** **(ASMARA)**
UG652	**ADEN (KRA)** **IMPOS 183136N 0511848E** **DUDRI 190000N 0520000E** **TOKRA 220925N 0553350E** **TAPDO 2424N 06120 E**
UG660	**(PORT SUDAN) (PSD)** **BOGUM 2006.6N 03803.0E** **KING ABDULAZIZ** ~~**ABU DHABI * Note3 (OE, OM)**~~
UG662	**[DAMASCUS] (DAM)** **[GURIAT] * Notes 1 and 3 (OS, OJ)** **AL SHIGAR (ASH)** **HAIL (HIL)** **GASSIM (GAS)** **KING KHALID (KIA)**
UG663	**KING KHALID (KIA)** **SILNO 2640.4N 04757.7E** **KING FAHD (KFA)** **ALSER 2710.8 05049.5E** **SHIRAZ (SYZ)** **YAZD (YZD)** **NODLA 3253.3N 05458.8E** **TABAS (TBS)** **MASHAD (MSD)**
~~**UG664**~~	~~**APLON 3352.0N 03204.0E**~~ ~~**BEN GURION**~~ ~~**AMMAN**~~
UG665	**ABADAN (ABD)** **SHIRAZ (SYZ) * Note 5 (OI)** **NABOD 2816.1N 05825.8E** **LOXOL 2745.9N 06045.6E** **ASVIB 2657.4N 06318.2E** ~~**EGSAL 2716.8N 06249.0E**~~ **(PANJGUR) PG**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

G666	**SHIRAZ * Note 7 (OI/OM)** **LAMERD (LAM)** **LAVAN (LVA)** **ORSAR 2604 .5N 05357.5E** **ITITA 254410N 0541839E** **SINBI 250842N 0543741E** ~~**DESDI 2536.1N 05442.5E**~~ ~~**MIADA 245112N 0545736E**~~ **ABU DHABI ~~(AUH)~~ (ADV)**
G667	**PUTMA 3748.0N 05157.6E** **NOSHAHR (NSR)** **TEHRAN (TRN)** **SAVEH (SAV)** **MIS** **AHWAZ (AWZ)** **ABADAN** **ALSAN 295707N 0481456E** **FALKA** **KUWAIT (KUA)** **WAFRA (KFR)** **MAGALA (MGA)** **KING KHALID (KIA)** **WADI AL DAWASIR (WDR)** **NEJRAN (NEJ)** **SANA'A (SAA)** **PARIM 123142.7N 0432712E** **(DJIBOUTI) DTI**
~~**G668**~~	~~**ZHOB**~~ ~~**GHAZNI**~~ ~~**RAPTA 3727.0N 06538.0E**~~
~~**G669**~~	~~**KARIATAIN *Note 1,2&3 (OJ)**~~ ~~**TONTU 3148.1N 03811.2E**~~ ~~**AL SHIGAR**~~ ~~**AL JOUF**~~ ~~**RAFHA**~~ ~~**SOLAT 2909.7N 04638.2E**~~ ~~**KUWAIT**~~ ~~**SESRA 2908.1N 04854.9E**~~ ~~**NANPI 2905.0N 04932.0E**~~ ~~**BUSHEHR**~~ ~~**VATOB 285126N 0511636E)**~~ ~~**[SHIRAZ[**~~ **AL SHIGAR (ASH)** **AL JOU (AJF)** **RAFHA (RAF)** **NISER 2930.5N 04418.4E**

UG666	**SHIRAZ * Note 7 (OI/OM)** **LAMERD (LAM)** **LAVAN (LVA)** **ORSAR 2604.5N 05357.5E** **ITITA 254410N 0541839E** **SINBI 250842N 0543741E** ~~**DESDI 2536.1N 05442.5E**~~ ~~**MIADA 245112N 0545736E**~~ **ABU DHABI ~~(AUH)~~ (ADV)**
UG667	**PUTMA 3748.0N 05157.6E** **NOSHAHR (NSR)** **TEHRAN (TRN)** **SAVEH (SAV)** **MIS** **AHWAZ (AWZ)** **ABADAN** **ALSAN 295707N 0481456E** **FALKA** **KUWAIT (KUA)** **WAFRA (KFR)** **MAGALA (MGA)** **KING KHALID (KIA)** **WADI AL DAWASIR (WDR)** **NEJRAN (NEJ)** **SANA'A (SAA)** **PARIM 123142.7N 0432712E** **(DJIBOUTI) DTI**
~~**UG668**~~	~~**ZHOB**~~ ~~**GHAZNI**~~ ~~**RAPTA 3727.0N 06538.0E**~~
~~**UG669**~~	~~**KARIATAIN *Note 1,2&3 (OJ)**~~ ~~**TONTU 3148.1N 03811.2E**~~ ~~**AL SHIGAR**~~ ~~**AL JOUF**~~ ~~**RAFHA**~~ ~~**SOLAT 2909.7N 04638.2E**~~ ~~**KUWAIT**~~ ~~**SESRA 2908.1N 04854.9E**~~ ~~**NANPI 2905.0N 04932.0E**~~ ~~**BUSHEHR**~~ ~~**VATOB 285126N 0511636E)**~~ ~~**[SHIRAZ[**~~ **AL SHIGAR (ASH)** **AL JOU (AJF)** **RAFHA (RAF)** **NISER 2930.5N 04418.4E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	SOLAT 290942N 0463810E *Note 3 **(OK)** **KUWAIT (KUA)** **SESRA 290803N 0485453E** **NANPI 290457N 0493157E** **BUSHEHR (BUZ)** **VATOB 2851.4N 05116.6E** **SHIRAZ (SYZ)**
G670	**RASHT (RST)** **LALDA 3817.1N 04943.0E** **(BAKU) GYD**
G671	**TANF (TAN)** **~~HAWIJA~~** **MOSUL** **UROMIYEH (UMH) * Notes 2 and 3**
G674	**MADINAH (PMA)** **GASSIM (GAS) 2617.9N 04346.8E** **BOPAN (BPN)**
G775	**OTGIB 4203.9N 05714.0E** **AFGAN 3824.0N 05817.0E** **(ASHGHABAT) (ASB)** **ORPAB 3742N 05834.5E** **MASHHAD (MSD)** **[BIRJAND] (BJD) * Note 1** **ZAHEDAN (ZDN)**
G781	**(VAN)** **BONAM 3802.9N 04418.0E** **UROMIYEH (UMH)** **ROVON 3716 01N 0455322E** **ZANJAN (ZAJ)**
G782	**KING ABDULAZIZ (JDW)** **DAFINAH (DFN)** **RAGA\HBA (RGB)** **KING KHALID (KIA)** **MAGALA (MGA)** **WAFRA (KFR) 283715N 0475729E** **KUWAIT (KUA)**

	SOLAT 290942N 0463810E *Note 3 **(OK)** **KUWAIT (KUA)** **SESRA 290803N 0485453E** **NANPI 290457N 0493157E** **BUSHEHR (BUZ)** **VATOB 2851.4N 05116.6E** **SHIRAZ (SYZ**
UG670	**RASHT (RST)** **LALDA 3817.1N 04943.0E** **(BAKU) GYD**
UG671	**TANF (TAN)** **~~HAWIJA~~** **MOSUL** **UROMIYEH (UMH) * Notes 2 and 3**
UG674	**MADINAH (PMA)** **GASSIM (GAS) 2617.9N 04346.8E** **BOPAN (BPN)**
UG775	**OTGIB 4203.9N 05714.0E** **AFGAN 3824.0N 05817.0E** **(ASHGHABAT) (ASB)** **ORPAB 3742N 05834.5E** **MASHHAD (MSD)** **[BIRJAND] (BJD) * Note 1** **ZAHEDAN (ZDN)**
UG781	**(VAN)** **BONAM 3802.9N 04418.0E** **UROMIYEH** **ROVON 3716 01N 0455322E** **ZANJAN**
UG782	**KING ABDULAZIZ (JDW)** **DAFINAH (DFN)** **RAGA\HBA (RGB)** **KING KHALID (KIA)** **MAGALA (MGA)** **WAFRA (KFR) 283715N 0475729E** **KUWAIT (KUA)**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

G783	PURDA 210805N 0510329E TANSU 224136N 0542828E NIGEL230146N 0551430E ELUDA 235107N 0552905E ALN 241535N 0553623E GIDIS 243600N 055600E BUBIN 245742N 0560642E
~~G787E~~ G216	~~LAKLU 232235N 0570401E *Note 7~~ ~~SEEB(MCT)~~ ~~DORAB 235033N 0594746E~~ ~~ALPOR 240441N 0612000E~~ ~~LATEM~~ ~~(KC)~~
~~G787W~~ A454	~~KC)~~ ~~PARET~~ ~~TAPDO 242400N 0612000E~~ ~~VUSET 235540N 0590812E~~ ~~PASOV 243841N 0565037E~~
G792	(TURKMENBASHI) KRS GIRUN 3806.2N 05620.3E BOJNORD (BRD) MASHAD (MSD) ~~CHARN 3510.0N 06108.0E~~ ~~GEROR 3412.6N 06213.3E~~ ~~PAROD 3129.0N 06554.0E~~ ~~HERAT~~ ~~KANDAHAR~~ ~~ASLUM 3101N 06637E~~ ~~(RAHIM YAR KHAN) RK~~
G795	FALKA 2926.2N 04818.3E TASMI 300120N 0475505E BSR 303132.4N 0472112E RAFHA (RAF)
~~G796~~	~~KABUL~~ ~~JALALABAD~~ ~~LAJAK 335600N 0703000E~~ ~~HANGU 332906N 0710018E~~

UG783	PURDA 210805N 0510329E TANSU 224136N 0542828E NIGEL230146N 0551430E ELUDA 235107N 0552905E ALN 241535N 0553623E GIDIS 243600N 055600E BUBIN 245742N 0560642E
~~UG787E~~ UG216	~~LAKLU 232235N 0570401E *Note 7~~ ~~SEEB(MCT)~~ ~~DORAB 235033N 0594746E~~ ~~ALPOR 240441N 0612000E~~ ~~LATEM~~ ~~(KC)~~
~~G787W~~ UA454	~~KC)~~ ~~PARET~~ ~~TAPDO 242400N 0612000E~~ ~~VUSET 235540N 0590812E~~ ~~PASOV 243841N 0565037E~~
UG792	(TURKMENBASHI) KRS GIRUN 3806.2N 05620.3E BOJNORD (BRD) MASHAD (MSD) CHARN 3510.0N 06108.0E GEROR 3412.6N 06213.3E PAROD 3129.0N 06554.0E ~~HERAT~~ ~~KANDAHAR~~ ASLUM 3101N 06637E (RAHIM YAR KHAN) RK
UG795	FALKA 2926.2N 04818.3E TASMI 300120N 0475505E BSR 303132.4N 0472112E RAFHA
~~UG796~~	~~KABUL~~ ~~JALALABAD~~ ~~LAJAK 335600N 0703000E~~ ~~HANGU 332906N 0710018E~~

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

G799	**PMA Note UL573** **DAFINAH (DFN)**
L126	**PUSTO 3321.0N 04245.0E** **SOGUM 3412.2N 04354.9E** **SIGNI 3400.1N 04442.2E** **MIGMI 3345.9N 04527.4E** **ILAM (ILM)**
L200	**AMMAN *Notes 2 and 3 (OJ)** AMRAH 3207.4N 03632.0E PASIP N33 00 00.00 E038 55 12.00 GIBUX N33 07 14.80 E041 16 25.18 SUTRI N33 07 01.47 E042 11 28.15 SILSO N33 06 00.00 E043 15 00.00 ~~**RAPLU 3323.0N 04145.5E**~~

UG799	**PMA** **DAFINAH (DFN)**
UL124	**(VAN)** **BONAM** **URUMIYEH (UMH)** **ZANJAN (ZAJ)** **SAVEH (SAV)** **YAZD (YZD)** **KERMAN (KER)** **KEBUD 273558N 0625028E** **(PANJGUR) PG**
UL125	**DULAV 3857N 04537.9E** **TABRIZ (TBZ)** **ZANJAN (ZAJ)** **PAROT 360940N 0495756E** **TEHRAN (TRN)** **ANARAK (ANK)** **DARBAND** **ZAHEDAN** **DANIB 2909.5N 06120.1E** **KEBUD 273558N 0625028E** ~~**(PANJGUR) PG**~~
UL126	**PUSTO 3321.0N 04245.0E** **SOGUM 3412.2N 04354.9E** **SIGNI 3400.1N 04442.2E** **MIGMI 3345.9N 04527.4E** **ILAM**
UL200	**AMMAN *Notes 2 and 3 (OJ)** AMRAH 3207.4N 03632.0E PASIP N33 00 00.00 E038 55 12.00 GIBUX N33 07 14.80 E041 16 25.18 SUTRI N33 07 01.47 E042 11 28.15 SILSO N33 06 00.00 E043 15 00.00 ~~**RAPLU 3323.0N 04145.5E**~~

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

L223	**SIRRI** **NALTA 250242N 0553955E** **TARDI 243418N 0560915E** **LAKLU 232235N 05704 01E**
L301	**RASKI 230330N 0635200E** **VAXIM 231900N 0611100E** **RAGMA 232301N 0603846E** ~~**MIBSI 234139N 0575523E**~~
L305	**DOHA (DOH)** **ITITA 2544.2N 05418.7E**
L306	**TOKRA 220925N 0553350E* * Note-7 (OO)** **DEMKI 224941N 0562308E** **LAKLU 232235N 0570401E**
L315	**CAIRO(CVO) * Note 3 (HE)** **HURGHADA (HGD)** **GIBAL 2437.2N 03634.7E**
L317	**LOPAS 343003N 0433834E** **ALVIS 343004N 0435518E** **DASUR 343006N 0442417E** **DENKI 322228N 0455122E** **MUTLO 321019N 0445703E** **GETID 351551N 0425559E** **NADID 352611N E0460145E**

UL223	**UROMIYEH (UMH)** **SANANDAJ (SNJ)** **KHORAM ABAD (KRD)** **MESVI 312920N 0495701E** **LAMERD (LAM)** **SIRRI (SIR) * Note 7 (OI-OM-OO)** **NALTA 250242N 0553955E** **TARDI 243418N 0560915E** **LAKLU 232235N 05704 01E**
UL300	**LUXOR (LXR)** **GIBAL2437.2N03634.7E** **YENBO (YEN) 2408.8N 03803.9E** ~~**DAFINAH 2317.0N 04143.2E**~~
UL301	**AAU 5153N 07523 38.6E** **NOBAT 210902.5N 0880000.1E** **LADOT 220502N 0660001** **RASKI 230330N 0635200E** **VAXIM 231900N 0611100E** **RAGMA 232301N 0603846E** ~~**MIBSI 234139N 0575523E**~~
UL306	**TOKRA 220925N 0553350E** *** Note- 7 (OO)** **DEMKI 224941N 0562308E** **LAKLU 232235N 0570401E**
UL315	**CAIRO (CVO) * Note 3 (HE)** **HURGHADA (HGD)** **GIBAL 2437.2N 03634.7E**
UL317	**LOPAS 343003N 0433834E** **ALVIS 343004N 0435518E** **DASUR 343006N 0442417E** **DENKI 322228N 0455122E** **MUTLO 321019N 0445703E** **GETID 351551N 0425559E** **NADID 352611N E0460145E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

L321	**KATAB 292501N 0290506E** **KUNKI 290726N 0291949E** KUNAK 2527.7N 03041.2E LUGAV 224205N 0313722E **SML 222118N 0313719E**
L417	**RAMPI 3516.7N 04356.3E** **SOGUM 3412.2N 04354.9E** **LAGLO 3515.6 04414.0E** ~~**BGD**~~ **LOVEK 3222.1N 04440.0E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

UL321	**KATAB 292501N 0290506E** **KUNKI 290726N 0291949E** KUNAK 2527.7N 03041.2E LUGAV 224205N 0313722E **SML 222118N 0313719E**
UL322	**MUMBAI (BBB) * Note 7&1** **SUGID 1933.1N 06921.0E** **BOLIS 2033.5N 065 00.0E** **REXOD 2112.5N 06138.5E**
UL333	**DASIS** **TABRIZ (TBZ)** **RASHT (RST)** **GIBAB 3537.0N 05430.9E** ~~**ORSOK 362236N 0523020E**~~ **AMBEG 351737N 0553059E** **TASLU 342632N 0574234E** ~~**SOKAM 331316N 0603754E**~~ ~~**SERKA 2951.0N 06615.0E**~~
UL417	**RAMPI 3516.7N 04356.3E** **SOGUM 3412.2N 04354.9E** **LAGLO 3515.6 04414.0E** ~~**BGD**~~ **LOVEK 3222.1N 04440.0E**
UL425	**KING ABDULAZIZ (JDW)** **GINDI 2053.4N 03949.6E** ~~**MALIK 2053.4N 03949.6E**~~ **AL BAHA** **BISHA** **WADI AL DAWASIR (WDR)** **EGREN 202236N 0464422E** **ASTIN 200410N 0495320E** **DIRAS 195235N 0513704E** **GOBRO 193622N 0534741E** **NOVNO 193313N 0535858E** **ITUVO 190315N 0554328E** **DEDSO 185811N 0560041E** **BOVOS 182230N 0575844E** **ASPUX 174406N 0600006E** **(TRIVANDRUM)**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

L513	**KALDE (KAD)** **CHEKA (CAK)** **LEBOR 3415.9N 03635.0E** **DAMASCUS (DAM) * Note 3 (OS)** **BUSRA 3220.0 N 03637.0 E** **HAZEM 3214.0 N 03638.0 E** **QUEEN ALIA (QAA)** **QATRANEH (QTR)** **MAZAR 3048.0N 03610.0E**
L519	**ABU DHABI ~~(AUH)~~ (ADV) *Note 7 (OM)** **NAMSI 2437.5N 05456.8E** **EMERU 244829N 0550303** **LUDAR 2457.5N 05505.2E** **~~MIADA 245112N 0545736E~~** **~~KUMUN 254000N 0551512E~~**
L555	**TOTOX 215030N 0622230E** **TUMET 222307N 0595702E** **TOLDA 224008N 0583624E** **~~LOTUD 224008N 0583624E~~** **~~TULBU 230005N 0571827E~~**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

UL513	**KALDE (KAD)** **CHEKA (CAK)** **LEBOR 3415.9N 03635.0E** **DAMASCUS (DAM) * Note 3 (OS)** **BUSRA 3220.0 N 03637.0 E** **HAZEM 3214.0 N 03638.0 E** **QUEEN ALIA (QAA)** **QATRANEH (QTR)** **MAZAR 3048.0N 03610.0E**
UL516	**KITAL 2003.0N 06018.0E** **ELKEL 0149.0N 06911.0E** **DIEGO GARCIA (NDG)**
UL519	**ABU DHABI ~~(AUH)~~ (ADV) *Note 7 (OM)** **NAMSI 2437.5N 05456.8E** **EMERU 244829N 0550303** **LUDAR 2457.5N 05505.2E** **~~MIADA 245112N 0545736E~~** **~~KUMUN 254000N 0551512E~~**
UL550	**WAFRA (KFR) *Note7 (OE)** **NIDAP 283850N 0473656E** **BOSID 2842.4N 04652.6E** **VATIM 2851.6N 04444.7E** **RASMO 2857.2N 04331.3E** **ORSAL2902.8N 04210.8E** **NIMAR 2906.6N 03954.4E** **KITOT 2902.1N 03450.8E*Note 7** **NUWEIBAA (NWB)** **TABA (TBA)** **EL ARISH (ARH)** **PASOS** **(KAROL 3252.0N 03229.0E)**
UL555	**TOTOX 215030N 0622230E** **TUMET 222307N 0595702E** **TOLDA 224008N 0583624E** **~~LOTUD 224008N 0583624E~~** **~~TULBU 230005N 0571827E~~**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

UL556 **EGREN 202236N 0464422E**
NONGA 205048N 0492014E
PURDA 210805N 0510329E
Note:- 7 (OO, OB)
IMDAM 202416N 0550801E
OTISA 201000N 0554556E
HAIMA (HAI) 195813N 0561651E
GIVNO 195011N 0563059E
KUTVI 184306N 0582642E

UL560 **ARDABIL (ARB) 3819.9N 04824.9E**
*** Note 3&4 (OI)**
SEVAN (SVN) 4032.0N 04456.9E

UL566 ~~**PAKER 115500N 0463500E**~~
~~**KAPET 163322N 0530614E**~~
ASMAK 162327N 0524634E
UKNEN 160542N 0522012E
PURUG 151204N 0510142E
KUSOL 144009N 0501534E
NOTBO 142609N 0495530E
EMABI 141627N 0494139E
SOKEM 134235N 0485329E
DATEG 123549N 0471627E

UL572 **KAMISHLY (KML)**
LESRI 3704.3N 04113.8E

UL573 **DAFINAH (DFN) 231658N 0414310E**
PMA
WEJH (WEJ) 261045N 0362917E

UL601 **(BAGLUM –BAG 04004.2 03248.6)**
*** Note 7**
ADANA 3656.4N 03512.6E
TUNLA 3553.0N 0360200E)
KARIATAIN 3412.8N 03715.9E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos	Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2	1	2
LOWER AIRSPACE		UPPER AIRSPACE	
		UL602	BAHRAIN (BAH) ~~ALVON 270009N 0500711E~~*Note 7 ~~SELEG 280130N 0492212E~~ PEBOS 262722N0503043E RULEX 264529N 0501745E RAMSI 270249N 0500714E IVONI 275911N 0492131E DAVUS 282346N 0490622 ~~RAPSI 282326N 0490551E~~ DARVA 284814N 0484734E ALVIX 2919.3N04824.2E FALKA 292611N 0481819E TASMI 300120N 0475505E ~~BASRAH (BSR)~~ LOVEK322206N 0444000E DELMI331911N 0431731E ELEXI 344237N 0411054E DRZ 351724N 0401124E KUKSI 364508N 0374910E GAZ 365701N 0372824E
		UL607	SITIA (SIT)* Note 7 PAXIS 3357.1N02720.0E OTIKO 3134.4N 02936.6E ALEXANDRIA (AXD)
		UL613	EL DABA (DBA)*Note 7 SOKAL 3236.0N 02737.1E TANSA 3400.0N 02649.0E
L617	AXD ASNIR 323848N 0282142E TANSA 340000N 0264900E	UL617	AXD ASNIR 323848N 0282142E TANSA 340000N 0264900E
L631	TOTOX 215030N0622230E IVOMA 223408N 0605430E MIBSA 225400N 0601338E AMBOS 230324N 0595405E ELIGO 232458N 0590848E KARAR 233042N 0585438E MCT 233528.01N 0581536.47 ~~SEVLA 233321N 0591122E~~	UL631	TOTOX 215030N0622230E IVOMA 223408N 0605430E MIBSA 225400N 0601338E AMBOS 230324N 0595405E ELIGO 232458N 0590848E KARAR 233042N 0585438E MCT 233528.01N 0581536.47 ~~SEVLA 233321N 0591122E~~

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	
~~**L750**~~	~~**ZHOB (ZB) 3121.3N 06927.6E**~~ ~~**ROSIE 3140.0N 06900.0E**~~ ~~**MAXIN 3246.2N 06727.4E**~~ ~~**RIKAD 3327.7N 06627.5E**~~ ~~**HORST 3327.6N 06627.5E**~~ ~~**VELDT 3430.0N 06454.1E**~~ ~~**RANAH 3535.0N 06312.0E**~~ ~~**(AFGAN 3824.0N 05817.0E**~~
L764	~~**SEEB**~~ **Muscat (MCT)** **ALMOG 233524N 0574940E** **IVETO 233520N 0570704E** **PAXIM 240245N 0561631E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	
~~**UL750**~~	~~**ZHOB (ZB) 3121.3N 06927.6E**~~ ~~**ROSIE 3140.0N 06900.0E**~~ ~~**MAXIN 3246.2N 06727.4E**~~ ~~**RIKAD 3327.7N 06627.5E**~~ ~~**HORST 3327.6N 06627.5E**~~ ~~**VELDT 3430.0N 06454.1E**~~ ~~**RANAH 3535.0N 06312.0E**~~ ~~**(AFGAN 3824.0N 05817.0E**~~
UL764	~~**SEEB**~~ **Muscat (MCT)** **ALMOG 233524N 0574940E** **IVETO 233520N 0570704E** **PAXIM 240245N 0561631E**
UL768	MENSA 245750N 0563249E AVAMI 2505.9N 05556.8E ***Note 7** ATBOR 2510.1N 05519.8E RANBI 251908N 0544500E DUVGA 2530.3N 05403.5E BALUS 254554N 0530424E ELAXI 260000N 0523500E IMTAS 281800N 0515700E DAXAS 2621.3N 0515000E ASMOR 2636.7 0511700E TOLMO 265504N 0502927E RAMSI 270249N 0500714E ALVUN 271028N 0494455E KISAB 272335N 0490606E **COPPI 2750.6N 04744.0E** **HFR** **VATIM 2851.6N 04444.7E** **RAFHA (RAF)** **ARAR (AAR)** **OVANO3148.0N 03909.9E** **OTILA 3201.5N 03901.9E**
UL883	**REXOD 211230N 0613830E** **GADMA 211439N 0600938E** **TAVKO 211519N 0593147E** **UMILA 211555N 0584738E** **MEVLI 211632N 0565606E** **KUROV 211627N 0561853E** **ALNUN 211625N 0561041E** **SITOL 211604N 0552514E** **PURDA 210805N 0510329E** **ALRIK 220631N 0482535E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	UMRAN 2315.1N 04520.4E **TUKVU 2346.4N 04353.3E** **BIR DARB (BDB)** **PMA N243251N 0394219E**
UL894 **~~UR456~~**	**KITAL 2003.0N 06018.0E** **(MALE (MLE)** **(SUNAN 0028.7N 07800.0E)** **(DADAR 0200.0S 07927.1E)** **(PERTH (PH)**
M203	**PUSTO 3321.0N 04245.0E** **LOVEK 3222.1N 04440.0E** **ILMAP 312133N 0465702E** **~~DISAR 3131.3N 04613.4E~~**
M300	**LOTAV 2037N 0605700E** **EMURU 221535N 0584950E**
M301	**PURAD 145500N 0415354E** **SANA'A (SAA)** **ITOLI 152825N 0450927E** **~~KAPET 163322N 0530614E~~** **ASMAK162327N 0524634E**
M320	**KING FAHD (KFA)** **JUBAIL (JBL)** **RAS** **ASVIR 283220N 0482220E** **KUWAIT (KUA)**
~~M508~~ **N638**	**~~KING KHALED~~** **~~OVEKU 250955N 0445701E~~** **~~MADINAH~~**

UM203	**PUSTO 3321.0N 04245.0E** **LOVEK 3222.1N 04440.0E** **ILMAP 312133N 0465702E** **~~DISAR 3131.3N 04613.4E~~**
UM300	**(CALICUT) CLC** **LOTAV 2037N 0605700E** **EMURU 221535N 0584950E**
UM301	**PURAD 145500N 0415354E** **SANA'A (SAA)** **ITOLI 152825N 0450927E** **~~KAPET 163322N 0530614E~~** **ASMAK162327N 0524634E**
UM309	**KIND KHALED (KIA)** **RAGHBA (RGB)** **~~NASIR~~** **EGMAN 221444N 0400315E**
UM320	**KING FAHD (KFA)** **JUBAIL (JBL)** **RAS** **ASVIR 283220N 0482220E** **KUWAIT (KUA)**
UM321	**~~RAGHBA~~** **~~HAIL~~** **HALAIFA 262602N 0391609E** **ROSUL 2539.7N 04215.3E** **OVEKU 2509.9 04457.0E** **KING KHALED (KIA)**
~~UM508~~ **UN638**	**~~KING KHALED~~** **~~OVEKU 250955N 0445701E~~** **~~MADINAH~~**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

M551	~~**AVAVO 1646.3N 05526.1E**~~ **KIVEL 165306N 0553633E** **DAXAM 171612N 0544715E**
M552	**(RAHIM YAR KHAN) RK** **BIRJAND (BJD)** **DEHNAMAK(DHN)** **TEHERAN (TRN)** **ZANJAN** **TABRIZ (TBZ)**
M561	**KISH (KIS)** ~~*** Note 3&4 (OI)**~~ **GHESHM (KHM)** **MOBET 2645.3N 05609.8E** **EGSAL 2716.8N06249.0E** **PANJGUR (PG)**
M600	**RANBI 251908N 0544500E** **KISAG** 251834N 0541408E **SINGU 253706N 052570E** **NOBLA 255111N 0522740E** **TOBLI 262134N 0512301E** **RULEX 264529N 0501745E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

UM551	**DONSA1435.3N06344.0E** **ANGAL1614.1N 06000.1E** ~~**AVAVO 1646.3N 05526.1E**~~ **OTOTO 164004N 0570435E** **KIVEL 165306N 0553633E** **DAXAM 171612N 0544715E**
UM552	**(RAHIM YAR KHAN) RK** **BIRJAND (BJD)** **DEHNAMAK(DHN)** **TEHERAN (TRN)** **ZANJAN** **TABRIZ (TBZ)**
UM561	~~**RATUN 2646.2N05108.0E *See Note 7**~~ **MIDSI 2641.7N05154.7E** **KISH (KIS)** ~~*** Note 3&4 (OI)**~~ **GHESHM (KHM)** **MOBET 2645.3N 05609.8E** **ASVIB 2657.4N 06318.2E** ~~**EGSAL 2716.8N06249.0E**~~ **PANJGUR (PG)**
UM573	**TEHERAN (TRN)** **TABRIZ (TBZ) 3808.3N 04613.9E**
UM574	**(MALE) (MLE)** **(POPET) 0713.7N06813.6E** **NABIL 1222.0E0600.0E** **RIGAM 143932N 0530414E** ~~**ODAKA 1440.6N05234.0E**~~ ~~**SYN 1557.7N04847.2E**~~ ~~**HELAL 1716.0N04422.0E**~~ **NOBSU 171554N 0431318E** ~~**ABHA 1814.4N04239.5E**~~ ~~**JEDDAH (JDW)**~~
UM600	**RANBI 251908N 0544500E** **KISAG** 251834N 0541408E **SINGU 253706N 052570E** **NOBLA 255111N 0522740E** **TOBLI 262134N 0512301E** **RULEX 264529N 0501745E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

M628	**LUDID 230227N 0551800E** **LABSA 230153N 0555505E** **EGVAN 230127N 0561907E** **TULBU 230005N 0571827E** **IZK 225318.60N 0574542.73E** **TOLDA 224008N 0583624E** **LOXOP 223722N 0594548E** **LADAP 223513N 0603238E** **IVOMA 223408N 0605430E** ~~**GEVED 230105N 0575111E**~~ ~~**GIDAN 230104N 0582232E**~~ ~~**KAXEM 225103N 0595243E**~~ **PARAR 222630N 0630700E**
M634	**ANGAL 161406N 0600006E** ~~**UBTEN 120814N0495611E**~~ **VEDET 120134N 0512410E** **DAROT 0911.4N 04721.2E**
M651	**ATBOT 171418N 0464706E** **ADEN (KRA)** **(HARGEISA) HARGA**
M762	**REXOD 211230N 0613830E** **SUR 223159N 0592829E** **ITURA 232351N 0580720E** **ALMOG 233524N0574940E** **TAPRA 242607N 0563803E** **VAXAS 244308N 0561807E** *** Note 7 (OM, OO)** **BUBIN 245742N 0560642E**

UM628	**DAFINAH (DFN) 231700N 0414312E** **KIPOM 225316N 0501518E** **MIGMA 225035N 0512749E** **KITAP 224928N 0522923E** **ALPEK 224648N 0535942E** **LUDID 230227N 0551800E** **LABSA 230153N 0555505E** **EGVAN 230127N 0561907E** **TULBU 230005N 0571827E** **IZK 225318.60N 0574542.73E** **TOLDA 224008N 0583624E** **LOXOP 223722N 0594548E** **LADAP 223513N 0603238E** **IVOMA 223408N 0605430E** ~~**GEVED 230105N 0575111E**~~ ~~**GIDAN 230104N 0582232E**~~ ~~**KAXEM 225103N 0595243E**~~ **PARAR 222630N 0630700E**
UM634	**ANGAL 161406N 0600006E** ~~**UBTEN 120814N0495611E**~~ **VEDET 120134N 0512410E** **DAROT 0911.4N 04721.2E**
UM651	**ATBOT 171418N 0464706E** **ADEN (KRA)** **(HARGEISA) HARGA**
UM861	**ELEXI 3441.5N 04109.0E** **DIER-ZZOR (DRZ)** **ALEPPO (ALE)** **NISAP 364724N 0363830E**
UM877	**VUSET 235540N 0590812E** **ITILA 234015N 0584817E** **KUSRA 232426N 0582611E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

~~M881~~	~~DERA ISMAIL KHAN (DI)~~ ~~ADINA 3256.1N 07035.8E~~ ~~(BANNU -BN)~~ ~~LAJAK 3356.0N 07030.0E~~ ~~ALAMI 2506.1N 07025.2E~~ ~~KAVOG 3705.5N 07030.0E~~ ~~EGPAN 3825.0 07044.0E~~ ~~JALAL 3430.0N 07045.0E~~ ~~MATAL 3600.0N 07100.0E~~ ~~ANWAR 3652.0N 07034.0E~~ ~~(GARRI- 3825.0N 07034.0E)~~
N303	(HARGEISA) HARGA PARIM 1231.7N 04327.2E RIBOK 1547N 04152.5E LABNI 1656.3N 04109.4E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

~~UM881~~	~~DERA ISMAIL KHAN (DI)~~ ~~ADINA 3256.1N 07035.8E~~ ~~(BANNU -BN)~~ ~~LAJAK 3356.0N 07030.0E~~ ~~ALAMI 2506.1N 07025.2E~~ ~~KAVOG 3705.5N 07030.0E~~ ~~EGPAN 3825.0 07044.0E~~ ~~JALAL 3430.0N 07045.0E~~ ~~MATAL 3600.0N 07100.0E~~ ~~ANWAR 3652.0N 07034.0E~~ ~~(GARRI- 3825.0N 07034.0E)~~
UM999	(LUXOR) LXR (SAME AS R775) DEDLI 2242 32N 03737 19E OSAMA 2215 54N 03817 34E KING ABDULAZIZ (JDW)
UN303	(HARGEISA) HARGA PARIM 1231.7N 04327.2E RIBOK1547N 04152.5E LABNI 1656.3N 04109.4E
UN315	ASPUX 174406N 0600006E KUTVI 184306N 0582642E Note:- 7 (OO/OB) SITOL 211604N 0552514E LOTOS 220000N 0503912E RAPMA 232256N 0482028E RESAL 240649N 0470427E KING KHALED (KIA)
UN316	HALAIFA (HLF) 262603N 0391609E PASAM 273045N 0345542E

Designation Désignation Designación	Significant points Points significatifs Puntos significativos	Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2	1	2
LOWER AIRSPACE		UPPER AIRSPACE	
		UN318	~~**TONTU 314804N 0381110E**~~ ~~**RAGOM 313227N 0381656E**~~ **GURIAT (GRY)** **ORKAS 3047.4N 03846.3 E** **NEVOL 3024.7N 03938.6E** **VELAL2946.0N 04038.4E** **TAMRO 2838.6N 04240.8E** **MOGON 2738.8N 04445.9E** **TAGSO 2727.7N 04545.2E** **KUSAR 2647.7N 04902.3E** ~~**KFA**~~ **ASPAN 263255N 0494903E** **DEDAS 263011N 0501427E** **SESNA 260923N 0512227E** **GITEX 252609N 0523832E** **LOXAT 252140N 0524523E**
		UN319	**ZAHEDAN (ZDN)** **TABAS (TBS)** **DASHT-E-NAZ (DNZ)** **ULDUS- 3800.0N 05101.0E** **LUSAL 4035.0N 04757.0E** **ADEKI 4117.8N 04645.0E** **TBILIS (TBS)** **MUKHARANI (DF)** **ALI (BT)** **LOBIN 4210.9N 04306.4E** **IBERI 4209.6N 04143.3E**
N324	~~**NALTI 221858N 0500751E**~~ ~~**OBNAM 211843N 0503532E**~~ **PURDA 210805N 0510329E** **GOBRO 193622N 0534741E** **ASTUN 180832N 0551040E** ~~**MRL 180832N 0551040E**~~	**UN324**	~~**NALTI 221858N 0500751E**~~ ~~**OBNAM 211843N 0503532E**~~ **PURDA 210805N 0510329E** **GOBRO 193622N 0534741E** **ASTUN 180832N 0551040E** ~~**MRL 180832N 0551040E**~~
~~**N519**~~	~~**KARACHI (KC) -245436N 0671036E**~~ ~~**SAPNA 233000N 0675000E**~~ ~~**TARAB 2139.3N 06939.7E**~~ ~~**PRN 213824N 0693948E**~~ ~~**TAXUN 211906N 0701520E**~~ ~~**EXOLU 201248N 0713412E**~~ ~~**(BBB- 190506N 0725230E**~~		

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

N563	**REXOD 211230N 0613830E*Note 7 (OO.OM)** **EMURU 221357N 0585338E** **TULBU 230005N 0571827E** **MEKNA 223309N 0560815E RNAV 1 (OO)** **SODEX 234954N 0553202E** **NOBTO 235525N 0551840E** **ADV** ~~**AUH 242612N 0543900E**~~ **BALUS 254554N 0530424E**
N571	**PARAR 2226.5 N 06307E* Note 7 (OO)** **KIPOL 230410N 0612903E** **RAGMA 230600N 0610539E** *** Note 7 (OO, OM)** **SODEB 234747N 0593023E** **VUSET 235540N 0590812E** **KIROP 243000N 0574700E** **MENSA 245750N 0563249E** **ATBOR 251007N 0551947E** **RANBI 251908N 0544500E** **SENTO 251908N 0544500E** **BALUS 254554N 0530424E**

UN555	**BELGAUM (BBM)** **BISET 1823.4N 06918.1E** **KATBI 1931.6N 06500.0E** **LOTAV 2037.0N 06057.0E**
UN563	**(BANGALORE) BBG** **REXOD 211230N 0613830E*Note 7 (OO.OM)** **EMURU 221357N 0585338E** **TULBU 230005N 0571827E** **MEKNA 223309N 0560815E RNAV 1 (OO)** **SODEX 234954N 0553202E** **NOBTO 235525N 0551840E** **ADV** ~~**AUH 242612N 0543900E**~~ **BALUS 254554N 0530424E**
UN569	**JDW 214045N 0390958E** **DEDEX 2211.5N 03937.7E** **EGMAN221642N 0400318E** **LOTOS** **Note:- 7 (OB/OO)** **TOKRA 220925N 0553350E** **TOPSO 215653N 0562043E** **MOGOK 215057N 0564236E** **KEBAS 214330N 0570948E** **GISKA 213503N 0574014E** **UMILA 211555N 0584738E** **GOLNI 210014N 0594130E** **LOTAV 203700N 0605700E**
UN571	**(GUNPI 0429.9N 09931.8E)** **(VAMPI 0610.9N 09735.1E)** **(MEKAR 0630.2N 06929.5E)** **(SUGID- 1933.1 N 06921.0E)** **PARAR 2226.5 N 06307E* Note 7 (OO OM)** **KIPOL 230410N 0612903E** **RAGMA 230600N 0610539E** *** Note 7 (OO)** **SODEB 234747N 0593023E** **VUSET 235540N 0590812E** **KIROP 243000N 0574700E** **MENSA 245750N 0563249E** **ATBOR 251007N 0551947E** **RANBI 251908N 0544500E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

			SENTO 251908N 0544500E **BALUS 254554N 0530424E**
N629	**TARDI 243418N 0560915E *Note 7 (OO)** **NOSMI 241757N 0563002E** **MUSUK 234320N 0572148E** **~~RAGUD 234701N 0571644E~~** **~~SEEB (MCT)~~** **GEPOT 231446N 0580053E** **GIDAN 230104N 0582232E** **TOTOX 215030N 0622230E**	**UN629**	**TARDI 243418N 0560915E*Note 7 (OO)** **NOSMI 241757N 0563002E** **MUSUK 234320N 0572148E** **~~RAGUD 234701N 0571644E~~** **~~SEEB (MCT~~** **GEPOT 231446N 0580053E** **GIDAN 230104N 0582232E** **TOTOX 215030N 0622230E**
N638	**KING KHALED (KIA)** **~~PMA 243251N0394219E~~** **OVEKU 250955N 0445701E** **MADINAH (PMA)**	**UN638**	**KING KHALED (KIA)** **~~PMA 243251N0394219E~~** **OVEKU 250955N 0445701E** **MADINAH (PMA)**
		~~UN644~~	**~~(DERA ISMAIL KHAN) DI GHAZNI (GN)~~** **~~LEMOD 3610.0N 06417.5E~~** **~~(MEKOL 3730.0N 06200.0E)~~** **~~(TABIP 3900.0N 05820.0E)~~** **~~(RODAR 4028.0N 05130.0E)~~** **~~(LAGAS 4143.3N 04413.9E)~~** **~~(SINDP (SIN)~~**
N764	**NOBSU 171554N 0431318E** **RIN 144015N 0492329E** **SOCOTRA 123749N 0535429E** **SUHIL 120000N 0550000E**	**UN764**	**NOBSU 171554N 0431318E** **RIN 144015N 0492329E** **SOCOTRA 9SCT) 123749N 0535429E** **SUHIL 120000N 0550000E** **LOXIN 0949.3N 05853.6E**
N767	**PARAR 222630N 0630700E** **VUSIN 225940N 0605510E** **ATBED 230352N 0603752E** **ELIGO 232458N 0590848** **~~SEVLA 233321N 0591122E~~** **~~SEEB (MCT)~~ * Note 7**	**UN767**	**PARAR 222630N 0630700E** **VUSIN 225940N 0605510E** **ATBED 230352N 0603752E** **ELIGO 232458N 0590848** **~~SEVLA 233321N 0591122E~~** **~~SEEB (MCT)~~ * Note 7**
		UN881	**RASKI 230330N 0635200E** **SETSI 230412N 0614410E** **KIPOL 230410N 0612903E** **ATBED 230352N 0603752E** **AMBOS 230324N 0595405** **MUSRU 230256N 0592223E** ***Note 7**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

			OBTIN 230216N 0585920E **GIDAN 230104N 0582232E** GEVED 230105N 0575111E TULBU 230005N 0571827E
N929	**BALUS 254554N 0530424E** **NOBLA 255111N 0522740E** **BOSIX 260633N 05155554E** **TOBLI 262134N 0512301E** **SIKTA 263232N 0505552E** **RULEX 264529N 0501745E** **SILNO 264026N 0475745E**	**UN929**	**BALUS 254554N 0530424E** **NOBLA 255111N 0522740E** **BOSIX 260633N 05155554E** **TOBLI 262134N 0512301E** **SIKTA 263232N 0505552E** **RULEX 264529N 0501745E** **SILNO 264026N 0475745E**
		UP146	**RASHT (RST)** **AGINA 3919.4N 04405.2E** **(AGRI) (ARI)** **(YAVUZ 4002.7N 04226.0E)** **(TRABZON (TBN)**
P302	**HALAIFA (HLF) *Note 3(OE,OJ)** **GURIAT (GRY)** **HAZEM**	**UP302**	**HALAIFA 9HLF) *Note 3(OE,OJ)** **GURIAT (GRY)** **HAZEM**
P307	**SHR VOR 251944.9N 0553118.1E** **Note 7 (OM,OO)** **TONVO 250500N 0563200E** **PURNI 243804N 0574354E RNAV 1 (OO)** **KUNUS 241927N 0583226E** **ALSAS 240054N 0591955E** **DORAB 235033N 0594746E** **VAXIM 231900N 0611100E** **SETSI 230412N 0614410E** **PARAR 222630N 0630700E**	**UP307**	**SHR VOR 251944.9N 0553118.1E** **Note 7 (OM,OO)** **TONVO 250500N 0563200E** **PURNI 243804N 0574354E RNAV 1 (OO)** **KUNUS 241927N 0583226E** **ALSAS 240054N 0591955E** **DORAB 235033N 0594746E** **VAXIM 231900N 0611100E** **SETSI 230412N 0614410E** **PARAR 222630N 0630700E**
P312	**RIYAN (RIN)** **PAKER 1155.0N0463500E** **(HARGEISA) HARGA**	**UP312**	**RIYAN (RIN)** **PAKER 1155.0N0463500E** **(HARGEISA) HARGA**
P316	**SALALLAH (SLL) * Note 7 (OO)** **DAXAM 171612N 0544715E** **GAGLA 180505N 0552410E** **GIVNO 195011N 0563059E**	**UP316**	**SALALLAH (SLL) * Note 7 (OO)** **DAXAM 171612N 0544715E** **GAGLA 180505N 0552410E** **GIVNO 195011N 0563059E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	
	MOBAB 201032N 0564415E **GISKA 213503N 0574014E** **RADAX 220809N 0580230E** **~~SEEB~~ (MCT)**
~~P500~~	**~~(DERA ISMAIL KHAN – DI)~~** **~~(BANNU – BN)~~** **~~(HANGU – 3329.1N 07100.4E)~~** **~~(PESHAWAR PS)~~** **~~(CHITRAL – 3553.2N 07148.0E)~~** **~~(GERRY 3612.0N 07135.0E)~~** **~~PADDY 3628.0N 07138.0E~~** **~~FIRUZ 3640.0N 07138.0E~~**
P513	**BUBAS 245938N 0570003E** **GERAR 240600N 0573616E** **MIBSI 234139N 0575523E** **SEEB (MCT) * Note 7**
P557	**NUBAR 220000N 0313806E*SeeNote 6&7** **MISUK 290507N 0290621E** **KATAB 292501N0290506E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	
	MOBAB 201032N 0564415E **GISKA 213503N 0574014E** **RADAX 220809N 0580230E** **~~SEEB~~ (MCT)**
UP323	**~~ANODA 0958.1N 07224.0E~~** **~~GOLEM 1157.7N 0672202E~~** **DONSA 1435.3N06511.6E** **GIDAS 142004N0600000E** **~~KADER151300N 05500E~~** **PATAP 152744N0532929E** **~~AL GHAIDAH~~** **NODMA 1526.0N05334.0E** **THAMUD 1717.0N 04955.0E** **~~BISHA 1958.7N 04237.5E~~** **WDR** **JEDDAH (JDW)**
~~UP500~~	**~~(DERA ISMAIL KHAN – DI)~~** **~~(BANNU – BN)~~** **~~(HANGU – 3329.1N 07100.4E)~~** **~~(PESHAWAR PS)~~** **~~(CHITRAL – 3553.2N 07148.0E)~~** **~~(GERRY 3612.0N 07135.0E)~~** **~~PADDY 3628.0N 07138.0E~~** **~~FIRUZ 3640.0N 07138.0E~~**
UP517	**WAFRA (KFR)** **GOVAL** **KMC**
UP555	**NUWEIBAA (NWB)*See Note 3** **RASDA 3306.0N 03057.0E** **(KAVOS)**
UP557	**NUBAR 220000N 0313806E*SeeNote 6&7** **MISUK 290507N 0290621E** **KATAB 292501N0290506E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

P559	**(LARNACA)** **KUKLA 3414.6N 3444.8E** **KHALDEH (KAD)** **DAKWE 3338.9N 03555.0E** *** Note 4 (OS)** **DAMASCUS** **TONTU 3148.1N 03811.2E** *** Note 3(OS,OJ)**	**UP559**	**(LARNACA) LCA** **KUKLA 3414.6N 3444.8E** **KHALDEH (KAD)** ~~**DAKWE 3338.9N 03555.0E**~~ **DAMASCUS (DAM)** ~~**TONTU 3148.1N 03811.2E**~~ *** Note 3 (OS,OJ)** **TURAIF (TRF)** **KAVID 3035.9N 04011.8E** **TOKLU 2942.1N 04202.4E** **RASMO 2857.2N 04331.3E** **KMC** **MUSKO 2726.7N 04737.1E** **KEDAT 2721.8N 04759.0E** **JUBAIL (JBL)** **GASSI 2702.9N 05022.5E** **UMAMA 2658.5N 05046.8E** **LOTIT 2648.9N 05112.6E** **VUXOR 2553.7N 05322.0E** ~~**ALVON 2700.2N 05007.2E**~~ ~~**RATUN 2646.2N 05108.0E**~~
		UP567	**BIRJAND (BJD)** **ODKAT 3540.6N 05457.2E** **DASHT-E-NAZ (DNZ) 3638.7N 05311.4E** **(ULDUS -3800.0N 05101.0E)** **NETON 3945.7N 04811.7E** **BARUS 4154.2N 04250.5E**
P570	**KITAL 2003N 06018E** **MIBSI 234139N 0575523E**	**UP570**	**TRIVENDRUM (TVM)** **POMAN 1156.1N 07200.0E** **LATEB 1717.1N 06422.0E** ~~**VISET1831 12N 06229 64E**~~ **KITAL 2003N 06018E** **MIBSI 234139N 0575523E**
P571	**LABNI 165620N 0410921E** **NISMI 162415N 0421838E** ~~**SANA'A (SAA)**~~ **ITOLI 152825N 0450927E** **RIN** **VEDET 120134N 0512410E**	**UP571**	**LABNI 165620N 0410921E** **NISMI 162415N 0421838E** ~~**SANA'A (SAA)**~~ **ITOLI 152825N 0450927E** **RIN** **VEDET 120134N 0512410E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

P751	**BRN 3134.5N 02600.3E** **KATAB 2925.0N 2905.1E** **AST 2701.9N 03101.9E** **LUXOR** **ALEBA 2200.0N 03527.0E** **PORT SUDAN** **[ASMARA] * Note 1** **ASSAB 1304.0N 04238.8E** **PARIM 1231.7N 04327.2E** **ADEN** **ANGAL 1614.0N 06000.0E** **(MUMBAI) BBB**

UP574	**(BELGAUM) BBM** **(BISET- 1823.4N 06918.1E)** **TOTOX 215030N 0622230E** *** Note 7 (OO)** **KUSRA 231726N 0585102E** **MIBSI 234138N 0575525E** **SOLUD 243223N 0564421E** **GISMO 244743N 0562236E** **BUBIN 245742N 0560642E** **TUKLA 2519.6N 05540.2E** **DAPER 2545.4N 05457.5E** ROTAL 2732.7N 05353.3E ~~**KUMUN 254000N 0551512E**~~ *** Note 7 ~~(KUMUN PAPAR)~~** **DAPER-ROTAL** ~~**PAPAR 264000N 0542700E**~~ **SHIRAZ** **ESFAHAN** **TEHRAN** **ULDUS**
UP634	**LALDO 251806N 0563600E** **ATBOR 251007N 0551947E**
UP751	**BRN 3134.5N 02600.3E** **KATAB 2925.0N 2905.1E** **AST 2701.9N 03101.9E** **LUXOR (LXR)** **ALEBA 2200.0N 03527.0E** **PORT SUDAN** **[ASMARA] * Note 1** **ASSAB 1304.0N 04238.8E** **PARIM 1231.7N 04327.2E** **ADEN** **ANGAL 1614.0N 06000.0E** **(MUMBAI) BBB**
UP891	**MAGALA (MGA)** **EGNOV** **EMILU** ~~**ASVIR**~~ **KUNRU 283220N 0481050E** **KUWAIT (KUA)**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

P899	~~**PARAR 222630N 0630700E**~~ ***Note 7** **(OO,OM)** **MIBSI 234139N 0575523E** **PAXIM 240245N 05617631E** **ITRAX 241248N 0554749E** **AL AIN (ALN)** **ABU DHABI (ADV)** **DASLA N2437.8 E05332.8** **VEBAT N2448.5 E05251.0** **MEKMA N2454.5 E05225.1**
P975	**NOLDO 324932N 0452129E*Note7** **KATUT 323737N 0453439E** **DENKI 322228N 0455122E** **ILMAP 312133N 0465702E** **PEBAD 305023N 0472958E** ~~**PUSMO 304444N 0473547E**~~ **SIDAD 295231N 0482944E** **LOVAR 2924.4N 04846.1E** **SESRA 2908000N 004854.9E** **DANAL 2851.5N 04904.8E** **IMDOX 2834.9N 04914.6E** **LONOS 283027N 0491713E** ~~**TESSO 282852N 0492723E**~~ **DETKO 280550N 0493130E** **TOLMO 2655.1N 05029.4E** **TORNA 2633.6N 05042.2E** **MEMBO 262425N 0504737E** ~~**MIXAR 270800N 0503300E**~~ ~~**RATUN 264613N 0510759**~~[E]

UP899	~~**PARAR 222630N 0630700E**~~***Note 7** **(OO,OM)** **MIBSI 234139N 0575523E** **PAXIM 240245N 05617631E** **ITRAX 241248N 0554749E** **AL AIN (ALN)** **ABU DHABI** **DASLA N2437.8 E05332.8** **VEBAT N2448.5 E05251.0** **MEKMA N2454.5 E05225.1**
UP975	**(ELAZIG) EZS *Note7** **(DYB) 384225N 0391328E** **LESRI 370420N 0411348E** **KANOK 363358N 0414059E** **TUBEN 351724N 0425434E** **MUTAG 343003N 0433834E** **SOGUM 341212N 0435454E** **ETBOM 332137N 0444753E** **NOLDO 324932N 0452129E** **KATUT 323737N 0453439E** **DENKI 322228N 0455122E** **ILMAP 312133N 0465702E** **PEBAD 305023N 0472958E** ~~**PUSMO 304444N 0473547E**~~ **SIDAD 295231N 0482944E** **LOVAR 2924.4N 04846.1E** **SESRA 2908000N 004854.9E** **DANAL 2851.5N 04904.8E** **IMDOX 2834.9N 04914.6E** **LONOS 283027N 0491713E** ~~**TESSO 282852N 0492723E**~~ **DETKO 280550N 0493130E** **TOLMO 2655.1N 05029.4E** **TORNA 2633.6N 05042.2E** **MEMBO 262425N 0504737E** ~~**MIXAR 270800N 0503300E**~~ ~~RATUN 264613N 0510759~~[E]

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

Q100 **KIPOL 230410N 0612903E *Note 7 (OO) Change Designator**
VUSIN 225940N 0605510E
MIBMA 225400N 0601338E
KAXEM 225103N 0595243E
IMDEK 224647N 0592217E
TOLDA 224008N 0583624E

Q101 **PAROK 231030N 0590245E *Note 7 (OO) Change Designator**
ITURA 232351N 0580720

Q102 **MCT 233528.01N 0581536.47E *Note 7 (OO) Change Designator**
SEVLA 233321N 0591122E
KIPOL230410N 0612903E

Q111 **RIKET 251859N 0560200E *Note 7 (OO) RNAV 1 Change Designator**
GOMTA 251115N 0563447E
TARBO 244351N 0574637E
MUNGA 242516N 0584533E

Q112 **TARBO 244351N 0574637E *Note 7 (OO) RNAV 1 Change Designator**
DAMUM 243236N 0591307E

Q113 **TARBO 244351N 0574637E *Note 7 (OO) RNAV 1 Change Designator**
ITLOB 244325N 0590701E

Q114 **ADV 242508N 0544024*Note 7 (OO/OM) RNAV 1 Change Designator**
RETAS 235754N 0553423E
PUTSO 232037N 0565322E

Q300 DOH 2514.0N 05134.6E
KIRUM 250309N 0523132E ***Note 7 (OM) RNAV 1 Change Designator**
BOXAK 244536N 0540032E
MIADA 245112N 0545736E
TONVO 250500N 0563200E

UQ301 MIADA 245112N 0545736E
NALTA 2502.7N 05539.8E
AVAMI 2505.9N 05556.8E
LALDO 251806N 0563600E
Change Designator

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

Q301	MIADA 245112N 0545736E NALTA 2502.7N 05539.8E AVAMI 2505.9N 05556.8E LALDO 251806N 0563600E		
Q302	**KANIP 2410.7N 05520.7E** **RETAS 235754N 0553423E** **Change Designator**		
Q707	**EGNOV 270301N 0474713E** **GEPAC 2633.0N 04843.5E** **RADMA 2623.0N 04857.5E** **DELMU 2618.9N 04903.4E** **ROSEM 2607.7N 04919.0E** **SALWA 251538N 0503048E** **Change Designator**	**UQ707**	**EGNOV 270301N 0474713E** **GEPAC 2633.0N 04843.5E** **RADMA 2623.0N 04857.5E** **DELMU 2618.9N 04903.4E** **ROSEM 2607.7N 04919.0E** **SALWA 251538N 0503048E**
Q900	**RABAP 283625N 0492722E** **(BAH/KWT FIR BOUNDRY)** **GEVAL 282101N 0494300E** **UMAMA 265831N 0504648E** **Change Designator**	**UQ900**	**RABAP 283625N 0492722E** **(BAH/KWT FIR BOUNDRY)** **GEVAL 282101N 0494300E** **UMAMA 265831N 0504648E**
R205	**ANARAK (ANK)** **BIRJAND (BJD)**	**UR205**	**ANARAK (ANK)** **BIRJAND (BJD)**
R219	~~**SHARJAH (SHR) * Note 7 (OB, OM)**~~ ~~**RATUN 2646.2N 05108.0**~~[~~**E**~~] **DEDAS 2630.2N 05014.4E** **KING FAHD (KFA) * Note 7 (OB)** **BOROP 2653 17 N 04852 03E** **KEDAT 2721 49N 04759 01E**	**UR219**	**OTILA 3201.5N 03901.9E*Note 7** **MODAD** **SOKAN** **RAFIF** **SULAF** **FIRAS**
R401	**AMPEX 08 10.0N 055 00.0E** **SUHIL 1200.0N 05500.0E** **DAPAP 151115N 0552354E** ~~**NIDOD 151115N 0552354E**~~ **KIVEL 165306N 0553633E** **ERDAX 175903N 0554458E** **HAIMA (HAI)** **DEMKI 224941N 0562308E MUSAP 241754N 0555245E** **GIDIS 243600N 0555600E** **RAS AL KHAIMAH (RAK)**	**UR401**	**AMPEX 08 10.0N 055 00.0E** **SUHIL 1200.0N 05500.0E** **DAPAP 151115N 0552354E** ~~**NIDOD 151115N 0552354E**~~ **KIVEL 165306N 0553633E** **ERDAX 175903N 0554458E** **HAIMA (HAI)** **DEMKI 224941N 0562308E MUSAP 241754N 0555245E** **GIDIS 243600N 0555600E** **RAS AL KHAIMAH (RAK)**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

	DARAX **GHESHM (KHM)**
R402	**LAKLU 232235N 0570401E** **HAIMA (HAI)**
~~**R456**~~ **L894**	~~**KITAL200300N 0601800E**~~ ~~**(MALE)**~~
R462	**(JIWANI) JI** **DENDA 2442.5N 06054.8E** **VUSET 235540N 0590812E** **MIBSI 234139N 0575523)** ***Note 7 (OO)**
R650	**LUXOR (LXR)** **HURGHADA (HGD)** **SHARM EL SHEIKH (SHM)** **NUWEIBAA (NWB)** **NALSO 2932.0N 03453.0E**
~~**R651**~~	~~**TANF (TNF)**~~ ~~**SHATRA**~~
R652	**TURAIF (TRF)** ***Note 7(OE)** **GURIAT (GRY)** **QATRANEH (QTR)** ~~**AQABA**~~ **METSA 2930.0N 03500.0E**
~~**R653**~~	~~**JERUSALEM * Note 4(OJ, OS)**~~ ~~**RAMTHA**~~ ~~**DAMASCUS**~~
R654	**ZANJAN (ZAJ)** **SAVEH (SAV)** **ESFAHAN (ISN)** **YAZD** **KERMAN (KER)** **NABOD 2816.1N 05825.3E** **CHAH BAHAR (CBH)** **EGTAL 243458N 0603724E** **VAXIM 231900N 0611100E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

	DARAX **GHESHM (KHM)**
UR402	**LAKLU 232235N 0570401E** **HAIMA (HAI)**
~~**UR456**~~ **UL894**	~~**KITAL200300N 0601800E**~~ ~~**(MALE)**~~
UR462	**(JIWANI) JI** **DENDA 2442.5N 06054.8E** **VUSET 235540N 0590812E** **MIBSI 234139N 0575523E** ***Note 7 (OO)**
UR650	**LUXOR (LXR)** **HURGHADA** **SHARM EL SHEIKH** **NUWEIBAA (NWB)** **NALSO 2932.0N 03453.0E**
~~**UR651**~~	~~**TANF (TNF)**~~ ~~**SHATRA**~~
UR652	**TURAIF (TRF)** ***Note 7(OE)** **GURIAT (GRY)** **QATRANEH (QTR)** ~~**AQABA**~~ **METSA 2930.0N 03500.0E**
~~**UR653**~~	~~**JERUSALEM * Note 4(OJ, OS)**~~ ~~**RAMTHA**~~ ~~**DAMASCUS**~~
UR654	**MAGRI** **ZANJAN (ZAJ)** **SAVEH (SAV)** **ESFAHAN (ISN)** **YAZD (YZD)** **KERMAN (KER)** **NABOD 2816.1N 05825.3E** **CHAH BAHAR (CBH)** **EGTAL 243458N 0603724E** **VAXIM 231900N 0611100E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

R655	**(LARNACA) LCA** **CHEKA (CAK)** **KARIATAIN (KTN)**
R658	**~~SEEB~~ (MCT)** **MELMI 2647.0N 05723.0E** **BANDAR ABBAS (BND)**
R659	**SHIRAZ (SYZ)** **DOHA (DOH)** **MARMI 241400N 0511330E** **BATHA (BAT) 241257N 0512707E** **MIGMA 225035N 0512749E** **PURDA 210805N 0510329E** **ASTIN 200410N 0495320E** **SHARURAH (SHA)** **ATBOT 171418N 0464706E** **~~TULIS 173033N 0462616E~~** **~~ALHAZM 161230N 0444742E~~** **~~SANA'A~~** **~~TATNA 171429N 0461418E~~** **RAGNI 163454N 0454815E** **LOPAD 161651N 0453738E** **ITOLI 152825N 0450927E** **OBNAM 144541N 0444448E** **GEVEL 141229N 0442547E** **NOPVO 135436N 0441536E** **TAZ 134149.53N 0440818.98E** **PARIM 123142N 0432712EE**
R660	**(ERZERUM) (ERZ)** **DASIS 38 54.5N 044 12.5E** **TABRIZ (TBZ)** **RASHT (RST)** **TEHRAN (TRN)**
R661	**DULAV 3857.0N 04537.9E** **TABRIZ (TBZ)** **ZANJAN (ZAJ)** **RUDESHUR (RUS)** **VARAMIN (VR)** **DEHNAMAK (DHN)**

UR655	**(LARNACA)** **CHEKA (CAK)** **KARIATAIN (KTN)**
UR658	**~~SEEB~~ (MCT)** **MELMI 2647.0N 05723.0E** **BANDAR ABBAS (BND)**
UR659	**SHIRAZ (SYZ)** **DOHA (DOH)** **MARMI 241400N 0511330E** **BATHA (BAT) 241257N 0512707E** **MIGMA 225035N 0512749E** **PURDA 210805N 0510329E** **ASTIN 200410N 0495320E** **SHARURAH (SHA)** **ATBOT 171418N 0464706E** **~~TULIS 173033N 0462616E~~** **~~ALHAZM 161230N 0444742E~~** **~~SANA'A~~** **~~TATNA 171429N 0461418E~~** **RAGNI 163454N 0454815E** **LOPAD 161651N 0453738E** **ITOLI 152825N 0450927E** **OBNAM 144541N 0444448E** **GEVEL 141229N 0442547E** **NOPVO 135436N 0441536E** **TAZ 134149.53N 0440818.98E** **PARIM 123142N 0432712EE**
UR660	**(ERZERUM) (ERZ)** **DASIS 38 54.5N 044 12.5E** **TABRIZ (TBZ)** **RASHT (RST)** **TEHRAN (TRN)**
UR661	**DULAV 3857.0N 04537.9E** **TABRIZ (TBZ)** **ZANJAN (ZAJ)** **RUDESHUR (RUS)** **VARAMIN (VR)** **DEHNAMAK (DHN)**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

UR674	**SABEL 185158N 0520339E** **LOTEL 180926N 0514103E** **PASUL 180341N 0513803E** **GOGRI 170752N 0510857E** **OBTAS 164633N 0505756E** **RARBA 161021N 0503920E** **UKORA 152407N 0501547E** **NAKAD 150056N 0500402E** **DANAN 144010N 0495334E** **XABIL 142924N 0494809E** **EMABI 141627N 0494139E** **PAXED 135027N 0492759E** **DEMGO 120258N 0483040E**
R775	**LUXOR (LXR) 254458N 0324607E** **DEDLI 2242 32N 03737 19E** **KING ABDULAZIZ (JDW)** **DANAK 1608.0N 04129.0E** **(ASSAB) SB**
UR775	**LUXOR (LXR) 254458N 0324607E** **DEDLI 2242 32N 03737 19E** **KING ABDULAZIZ (JDW)** **DANAK 1608.0N 04129.0E** **(ASSAB) SB**
R777	**DANAK 1608.0N 04129.0E** **SANA'A (SAA)** **TAIZ (TAZ)** **ARABO 1238.8N 04404.0E** **TORBA 1210.6N 04402.1E**
UR777	**DANAK 1608.0N 04129.0E** **SANA'A** **TAIZ** **ARABO 1238.8N 04404.0E** **TORBA 1210.6N 04402.1E**
R784	**SHARJAH (SHR)** **ORSAR2604.5N 05357.5E** **DURSI 2712.3N 05201.7E** **IMDAT 2740.0N 05113.0E** **ALNIN 2840.9N 05001.6E** **NANPI 290457N 0493157E** **SIDAD 295231N 0482944E** ~~**PUSMO 304444N 0473547E**~~ ~~**ALVET 313500N 0471500E**~~ ~~**ITSOP 330422N 0454208E**~~ ~~**GONSI 332622N 0451837E**~~ **SIGNI 340006N 0444200E** **RAMPI 351642N 0435618E** **KATOT 360000N 0432700E** **KABAN 3715.0N 04239.0E** **(SIIRT) SRT**
UR784	**SHARJAH (SHR)** **ORSAR 2604.5N 05357.5E** **DURSI 2712.3N 05201.7 E** **IMDAT 2740.0N 05113.0E** **ALNIN 2840.9N 05001.6E** **NANPI 290457N 0493157E** **SIDAD 295231N 0482944E** ~~**PUSMO 304444N 0473547E**~~ ~~**ALVET 313500N 0471500E**~~ ~~**ITSOP 330422N 0454208E**~~ ~~**GONSI 332622N 0451837E**~~ **SIGNI 340006N 0444200E** **RAMPI 351642N 0435618E** **KATOT 360000N 0432700E** **KABAN 3715.0N 04239.0E** **(SIIRT) SRT**
R785	**TURAIF (TRF)** **ZELAF 3257.0N 03800.0E** **KARIATAIN (KTN)** **BANIAS** **NIKAS 3511.6N 03543.0E**
UR785	**TURAIF (TRF)** **ZELAF 3257.0N 03800.0E** **KARIATAIN (KTN)** **BANIAS** **NIKAS 3511.6N 03543.0E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

R794	**ULDUS 3810.0N 05020.0E** **NOSHAHR (NSR)** **DEHNAMAK (DHN)** **TABAS (TBS)** **BIRJAND (BJD) * Note 5 (OI)**
R799	~~**SILPA 184953N0510158E**~~ ~~**PATAP 152744N 0532929.5E**~~ **IMPOS 183136N 0511848 E** **PASUL 180341N 0513803E** **TONRO 165850N 0522235E** **ASMAK 162327N 0524634E** **ENADO 153333N 0532015E**
T559	**HAZEM 3214.0N 03638.0E** **MAZAR 3048.0N 03610.0E** **GIBET 2926.3N 03625.0E** **TABUK (TBK)** **WEJH (WEJ)** **Change Designator**
V45	**KING FAHAD** **KUSAR 264741N 0490218E** **ITIXI 275031N 0470435E** **Change Designator**
V164	**KING KHALID** **KINIB 254108N 0482317E** **KING FAHAD** **Change Designator**
V617	**DAHRAN** **BAHRAIN** **TORNA 263336N 0504212E** **ALSER 271100N 0504900E** **Change Designator**

UR794	**ULDUS 3810.0N 05020.0E** **NOSHAHR (NSR)** **DEHNAMAK (DHN)** **TABAS (TBS)** **BIRJAND (BJD) * Note 5 (OI)**
UR799	~~**SILPA 184953N0510158E**~~ ~~**PATAP 152744N 0532929.5E**~~ **IMPOS 183136N 0511848 E** **PASUL 180341N 0513803E** **TONRO 165850N 0522235E** **ASMAK 162327N 0524634E** **ENADO 153333N 0532015E**
UT550 **UT555**	**KING KHALED (KIA)** **OTAMA 235148N 0494707E** **KUTNA 231341N 0512730E** **KITAP 224928N 0522923E** **TOKRA 220925N 0553350E** **Change Designator**
UT559	**HAZEM 3214.0N 03638.0E** **MAZAR 3048.0N 03610.0E** **GIBET 2926.3N 03625.0E** **TABUK (TBK)** **WEJH (WEJ)**
UV45	**KING FAHAD** **KUSAR 264741N 0490218E** **ITIXI 275031N 0470435E**

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
LOWER AIRSPACE	

Designation Désignation Designación	Significant points Points significatifs Puntos significativos
1	2
UPPER AIRSPACE	

V919 **DOHA (DOH)**
BAYAN 252926N 0514849E
MIDSI 264142N 05155442E
Change Designator

V997 **BUNDU 250024N 0522924E**
BATHA 241257N 0512707E
ALAHSA 251645N 0492903E
Change Designator

W23 **KING KHALD (KIA)**
TORKI 261400N 0463103E
SIBLI 265459N 0462334E
AKODI 275012N 0461320E
JEDDAH FIR
HAFR AL BATIN 281949N 0460746E
Change Designator

W157 **BND N2711.8 E05622.00E**
DIVAB N2510.7 E05952.1E
ORBIX N244430 E0603511
Change Designator

UW157 **BND N2711.8 E05622.00E**
DIVAB N2510.7 E05952.1E
ORBIX N244430 E0603511

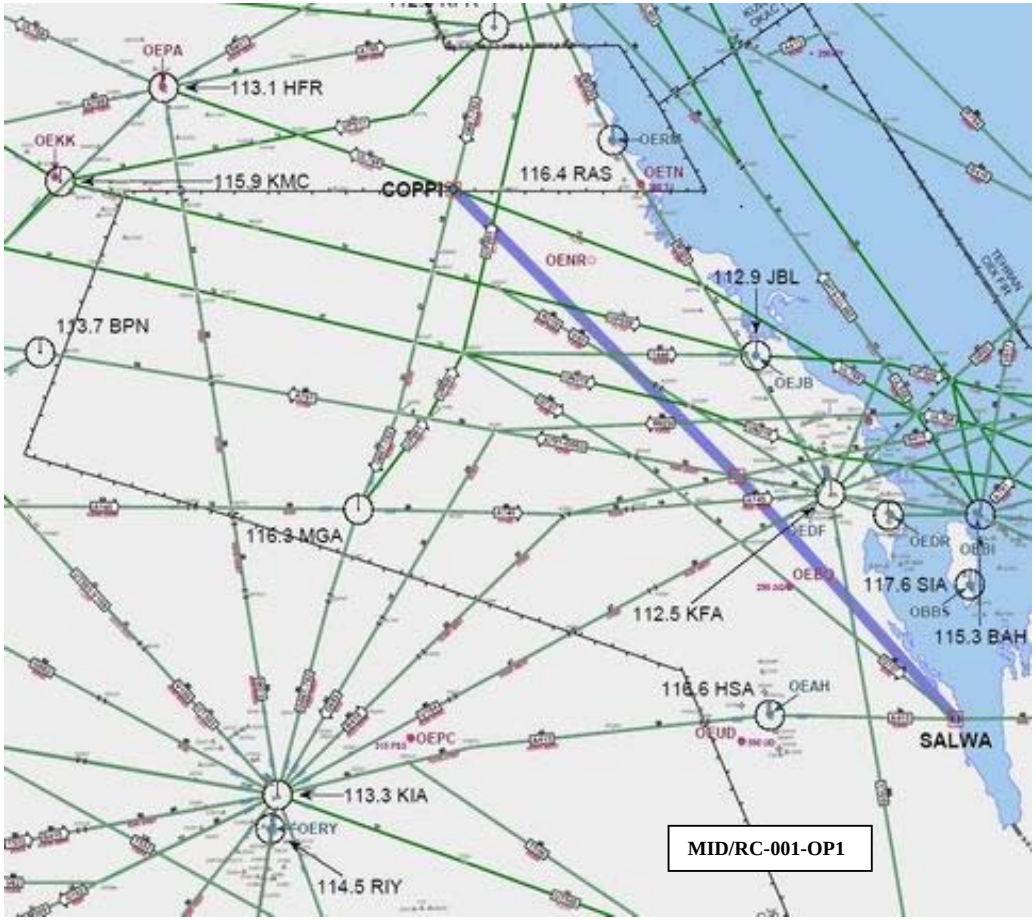
ATM/SAR/AIS SG/11
Appendix 3B to the Report on Agenda Item 3

MID ATS ROUTES CATALOGUE

MID/RC-001 ***(Option 1)***	**ATS Route Name:** New AWY between SALWA-COPPI	**Entry-Exit:** SALWA-COPPI	**Inter-Regional Cross Reference if any**		**Users Priority**	~~High~~ URGENT	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
SALWA (N25 15.6 E050.30.8) – COPPI (N27 50.6 E047 44.0) This route is proposed as a one way northbound to cater for departure from Doha intersection point on "A791/G663", maybe "TANDA N26 27.1 E049 18.2" to allow traffic to transit for North African destinations	Qatar Bahrain Saudi Arabia		New ATS route.		- Bahrain has no objection . - Qatar has no objection however will have time restriction of 15:00 to 03:00 UTC subject to concurrence with Saudi Arabia. - ~~Saudi Arabia needs to study the proposal further and will advise by 31 October 2008.~~ - Still under consideration by Saudi Arabia Pending Saudi Arabia response Secretariat will make Amendment Proposal. - Re submitted by Bahrain with indication of safety priority need.	As soon as practical
Flight Level Band: FL200 – FL410						
Potential City Pairs: DOH to Western Europe/USA DOH to BEY, DAM, AMM DOH to North-Africa						

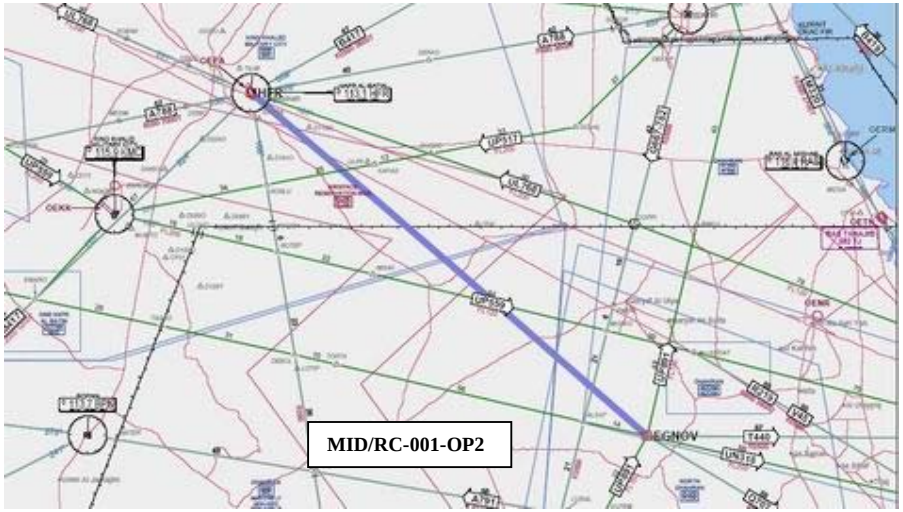
Conclusions/Remarks		**Last updated**	ARN TF/2 – March 09


OEPA
113.1 HFR
OEKK
115.9 KMC
COPPI
116.4 RAS
OETN
OENR
112.9 JBL
OEJB
113.7 BPN
116.3 MGA
OEDF
OEDR
OEBQ
117.6 SIA
OBBS
112.5 KFA
115.3 BAH
116.6 HSA
OEAH
OEUD
SALWA
OEPC
113.3 KIA
OERY
114.5 RIY
MID/RC-001-OP1

MID/RC-001 ***(Option 2)***	**ATS Route Name:** New AWY Northbound EGNOV - HFR	**Entry-Exit:** EGNOV – HFR	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
EGNOV (N27 03.0 E047 47.2) – HFR (N28 19.8 E046 07.8)	Bahrain Saudi Arabia		New ATS route.		Alternative to the SALWA-COPPI	
Flight Level Band: FL180 – FL410						
Potential City Pairs: DOH – Western Europe and USA DOH – BEY, DMM, AMM DOH – North Africa						

Conclusions/Remarks	This proposal benefits if Q707 can be changed to a two way AWY. The Link between EGNOV – HFR would be a one way AWY Northbound to cater for departing traffic from Doha. The real benefit of this AWY could only be achieved by extension to current opening hrs of Q707.	Alternative to the SALWA-COPPI **(MID 001)**	**Last updated**	ARN TF/2 – March 09

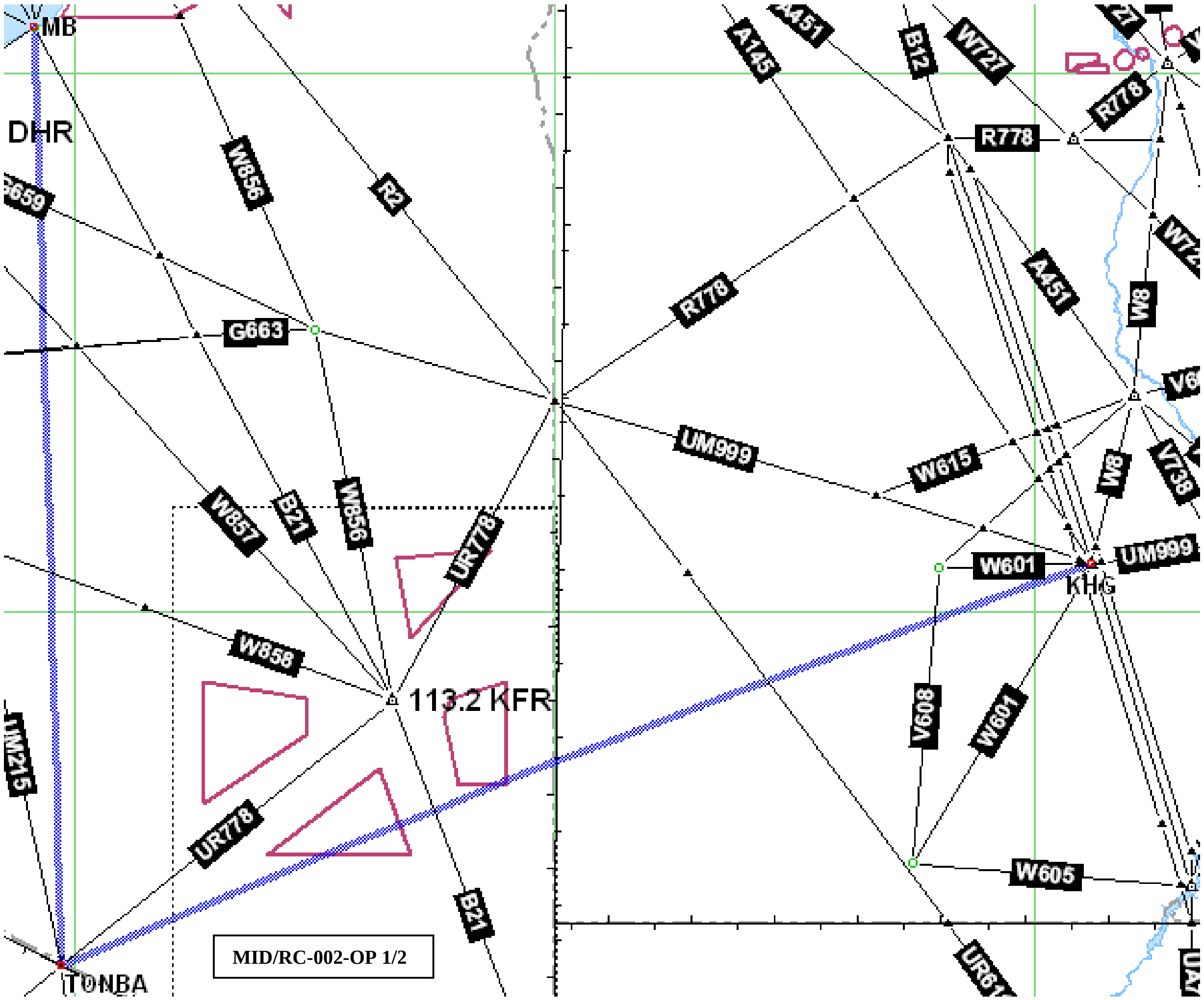


MID/RC-001-OP2

MID/RC-002 ***(Option1,2)***	**ATS Route Name:** New AWY Proposed between TONBA-KHG	**Entry-Exit:** TONBA to KHG (Dakhla) Libya to Egypt FIR	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
(Opt 1) TONBA (N21 35.3 E 0-19 51.2) KHG (N25 26.9 E030 35.4) (Opt 2) TONBA (N21 35.3 E 0-19 51.2) MB (N25 25.2 E029 00.1)	Lybia Egypt		New ATS route.		- Egypt highlighted that UM999 already exists and is used by 3 to 5 flights a day also that communication is being upgraded with a new station at Dakhla. - To be considered with and similarly to Proposal 2 & 4. - Egypt will coordinate with Military and Libya to establish boundery point. Route will be considered based on (traffic) demand.	TBD
Flight Level Band: FL290 – FL410						
Potential City Pairs: Lagos-Doha						
Expect 50 eastbound wkly flights, saving 91000Kg of fuel and 282T of CO2 wkly. The number may double if used westbound.						

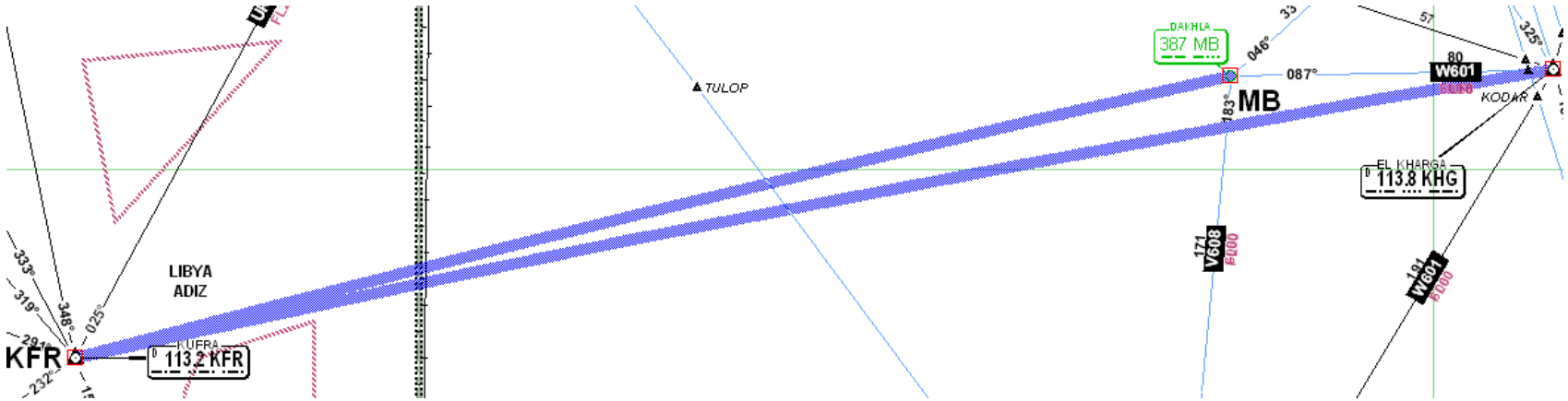
Conclusions/Remarks	Proposals 2, 4 and 5 are options to each other		**Last updated**	ARN TF/2 – March 09


MB
DHR
G663
W856
R2
R778
UM999
W615
W857
B21
UR778
W858
113.2 KFR
UM215
TONBA
MID/RC-002-OP 1/2
A145
B12
W601
KHG
V608
W605
A451
W8
V738

MID/RC-002 ***(Option 3)***	**ATS Route Name:** New AWY Proposed between KFR to MB (Dakhla) Or KHG	**Entry-Exit:** KFR to MB (Dakhla) or KHG Libya to Egypt FIR	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
KFR (N24 09.2 E023 18.5) MB (N25 25.2 E029 00.1) Or KHG (N25 26.9 E030 35.4)	Lybia Egypt		New ATS route.		To be considered with and similarly to Proposal 2.	
Flight Level Band: FL290 – FL410						
Potential City Pairs: West Africa airports-Doha						

Conclusions/Remarks	Proposals 2, 4 and 5 are options to each other		**Last updated**	ARN TF/2 – March 09



MID RC 002/OPT 3/4

MID/RC-004	**ATS Route Name:** Q707	**Entry-Exit:** EGNOV – SALWA	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
EGNOV (N27 03.0 E047 47.2) – SALWA (N25 15.6 E050.30.8)	Qatar Bahrain Saudi Arabia		Opening hours to be extended. Suggested from 1430 – 0300UTC Weekends H24 To change current AWY Q707 from one-way to two way between points EGNOV – SALWA North Africa traffic – If Q707 is made a two way AWY, then traffic can route from point "GEPAK (N26 33.0 E048 43.5) on AWY A791/G663		- Bahrain has no objection. - Qatar can extend hours from 15:00 to 03:00 UTC provided Saudi Arabia concurs. ~~- Saudi Arabia will study the proposal and revert to the Secretariat by 31 October 2008.~~ Still under consideration by Saudi Arabia MID Office to communicate high priority need to Saudi Arabia	~~31 Oct. 2008~~
Flight Level Band: GND - UNL						
Potential City Pairs: Doha – Western Europe/USA – Doha Doha – BEY, DAM, AMM – Doha Doha – North Africa dest. - Doha						

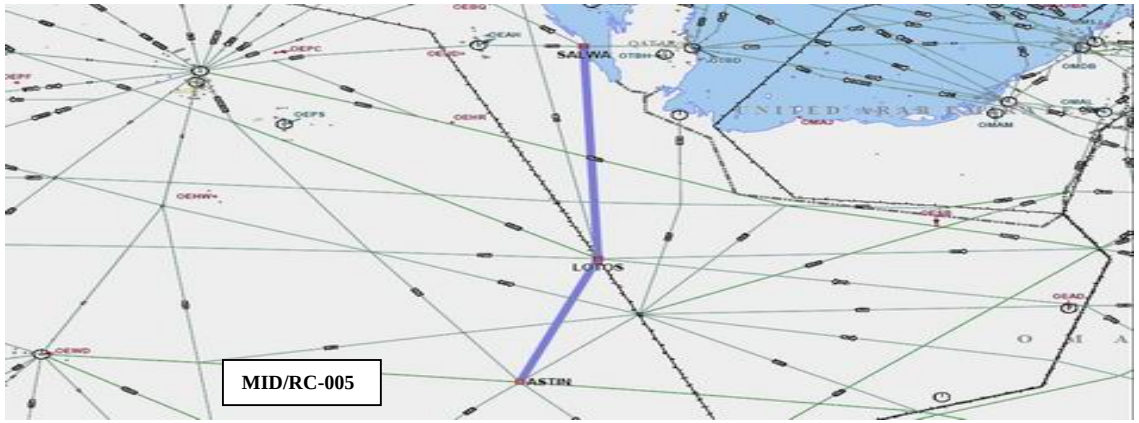
Conclusions/Remarks	Urgent implementation necessary due rapidly building congestion in the Bahrain FIR		**Last updated**	ARN TF/2 – March 09

MID/RC-004

MID/RC-005	**ATS Route Name:** New AWY between SALWA-LOTUS-ASTIN	**Entry-Exit:** SALWA-LOTUS-ASTIN	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
Proposed new AWY would be two way. Alternatively, IATA would accept Salwa – (intersection point on Y100) – Y100 – LOTUS – New AWY – PURDA (N21 08.1 E051 03.5) – join with A419 SALWA (N25 15.6 E050.30.8) LOTUS (N22 00.0 E050 39.2) ASTIN (N20 04.2 E049 53.3)	Bahrain Saudi Arabia		New ATS route.		- Proposal replace by the following agreed option: Doha to Bundu than via V997 to R659. - Bahrain will issue NOTAM for activation on the next AIRAC date. - MID Regional Office to circulate Amendment Proposal to change V997 to Regional route. - Amendment to be re-circulated after collection of updates from States	Immediate ~~Sept. 2008~~ June. 2009
Flight Level Band: FL180 – FL410						
Potential City Pairs: Doha – Eastern/ South Africa - Doha						

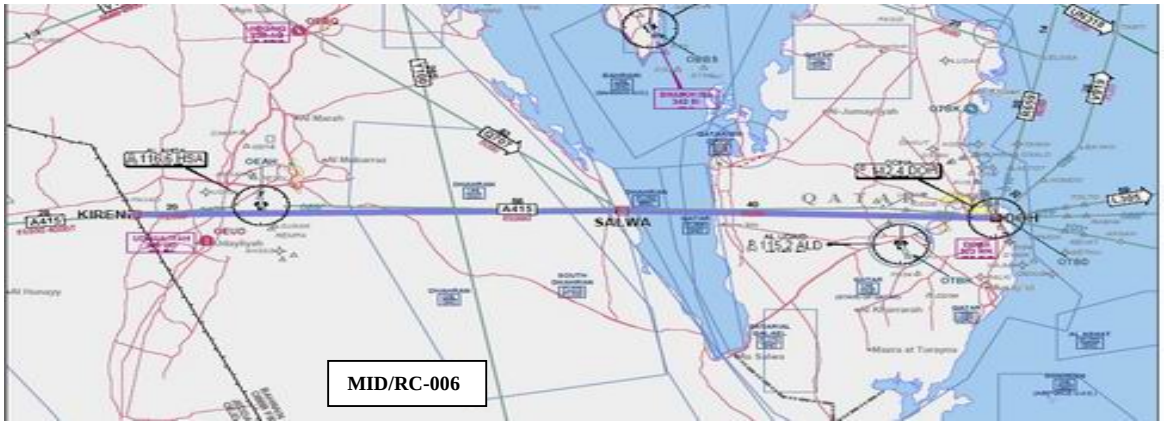
Conclusions/Remarks	Replacement proposal (Doha-Bundu-U997-R659). Approved for immediate implementation.		**Last updated**	ARN TF/2 – March 09



MID/RC-006	**ATS Route Name:** A415-DOH(VOR)-SALWA-KIREN	**Entry-Exit:** DOHA-SALWA-KIREN	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/1	

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
A415-DOH(VOR)-SALWA-KIREN	Qatar Bahrain Saudi Arabia		Implemented with time restrictions		- Bahrain has no objection. - Qatar can extend hours from 15:00 to 03:00 UTC provided Saudi Arabia concurs. ~~- Saudi Arabia will study the proposal and revert to the Secretariat by 31 October 2008.~~ - Still under consideration by Saudi Arabia - MID Office to communicate high priority need to Saudi Arabia	~~31 Oct. 2008~~ Further Update to be provided by ~~October 2009~~ March 2010 Mar 09
Flight Level Band: GND-FL410						
Potential City Pairs: Doha-Western Europe/USA-Doha Doha-North Africa-Doha Doha-Africa-Doha						

Conclusions/Remarks	IATA requests to change opening hours H24. Urgent implementation necessary due rapidly building congestion in Bahrain FIR	**Last updated**	ARN TF/2 – March 09



MID/RC-006

MID/RC-009	**ATS Route Name:** A415	**Entry-Exit:**	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

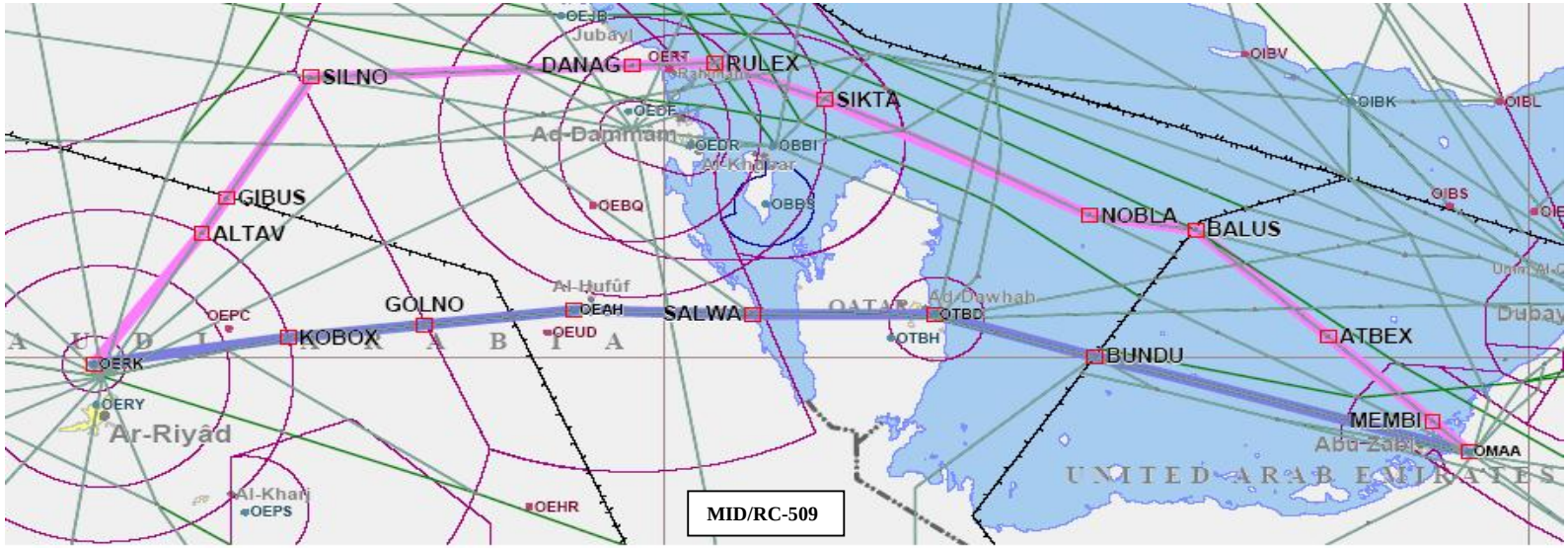
Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
A415-King Khaled (KIA)..Al Ahsa(HSA).. Doha (DOH) for traffic from OEJD and OKAC FIRs to overfly the northern OMAE FIR	Saudi Arabia Bahrain Qatar				- Bahrain has no objection in principle but procedures and time to be agreed. ~~- UAE more time review the proposal.~~ - Qatar offers to extend hours of operation from 19:00-03:00 to 15:00-03:00 UTC provided Saudi Arabia concurs. ~~- Traffic is to cross GITEX FL210 maintaining.~~ - UAE -- Westbound available with Bahrain approval - Saudi Arabia to consider time extensions - MID Office to communicate high priority need to Saudi Arabia	~~30 Sept 08~~ Saudi Arabia will provide update ~~October 2009~~ March 2010 Mar 09
Flight Level Band:						
Potential City Pairs: For traffic from Riyadh to India and beyond						

Conclusions/Remarks	This route is already available FL350 eastbound and above in Emirates FIR This is just a matter of available times. Similarly to MID/RC-006, urgent implementation necessary due rapidly building congestion in Bahrain FIR	**Last updated**	ARN TF/2 – March 09

MID/RC-509	**ATS Route Name:** A415 opened H24	**Entry-Exit:** DOH-KIA	**Inter-Regional Cross Reference if any**		**Users Priority**	**Originator of Proposal**	IATA
						Date of Proposal	ARN TF/2

Route Description A direct route to and from RUH and further west	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Bahrain, Qatar, Saudi Arabia					
Flight Level Band: Upper						
Potential City Pairs: OMAA to GMMN, HECA, HSSS, OEJN, OERK						

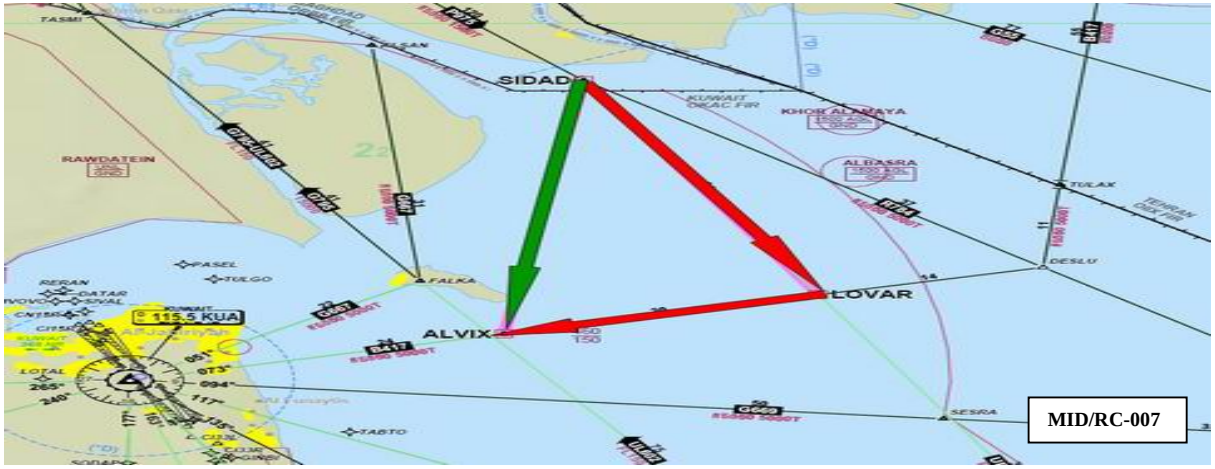
Conclusions/Remarks	**Saving 88 miles, 10 daily flts, 34650 Kg of CO2 Daily**		**Last updated**	



MID/RC-007	**ATS Route Name:** New AWY between SIDAD-ALVIX	**Entry-Exit:** SIDAD-ALVIX	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
Shortcut to OKBK	Kuwait				- Kuwait ~~has no objection~~. ~~Will issue~~ has issued NOTAM designating route initially as domestic to facilitate flight planning pending ICAO processing of ANP amendment. - ~~ICAO will circulate Amendment Proposal for the Regional ATS route designation~~. - Amendment to be re-circulated after collection of updates from States	Immediate ~~Sept. 2008~~ June 2009
Flight Level Band:						
Potential City Pairs: from North to Kuwait						

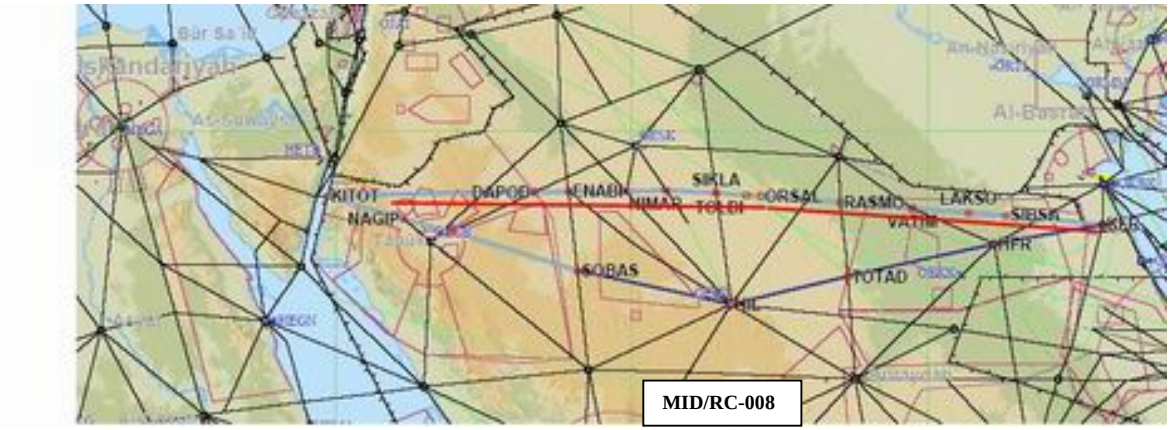
Conclusions/Remarks	Approved for immediate implementation.		**Last updated**	ARN TF/2 – March 09



MID/RC-008	**ATS Route Name:** New Parallel AWY to UL 550	**Entry-Exit:** Parallel AWY to UL550	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/1	

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
New Parallel AWY to UL 550	Egypt Saudi Arabia Iraq Kuwait		New ATS route.		- Egypt will continue to study how to address issue of east bound traffic for reduced traffic (Egypt Air and Kuwait Airways). - The Segment in Jeddah FIR is used bidirectionally already. - Egypt will review the route feasibility on completing of the ACC sectorization process underway	Update will be provided ~~October 2009~~ March 2010
Flight Level Band: 6000ft TO FL 250						
Potential City Pairs: Cairo-Kuwait						

Conclusions/Remarks	Egypt highlighted similar proposal has been studied before and not found acceptable due to military restrictions and uncoordinated flights over the red sea area. This is similar routing as MID/RC-011	**Last updated**	ARN TF/2 – March 09

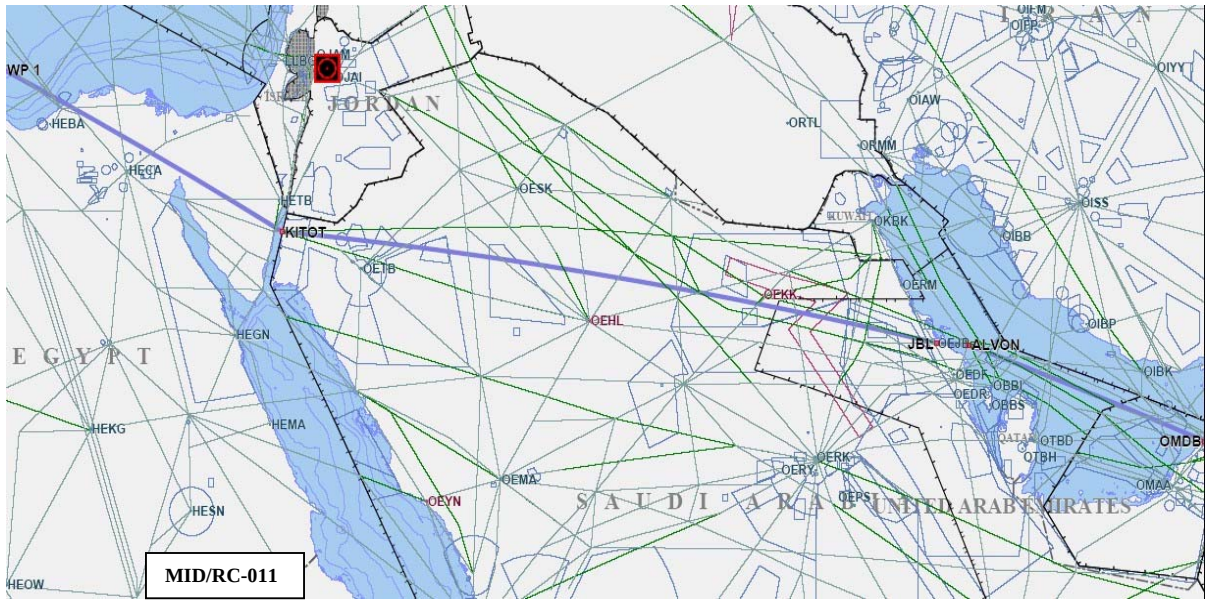


MID/RC-008

MID/RC-011	**ATS Route Name:** New Route	**Entry-Exit:** UAE to Egypt and beyond	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
New, bi-directional route segments	Egypt Saudi Arabia Bahrain UAE				- Egypt will address similarly with new Parallel AWY to UL 550 (proposal number ~~008~~. MID/RC-004) Will review the route feasibility on completing of the ACC sectorization process underway	
Flight Level Band: Upper Airspace						
Potential City Pairs: UAE to Egypt and beyond (unlimited)						

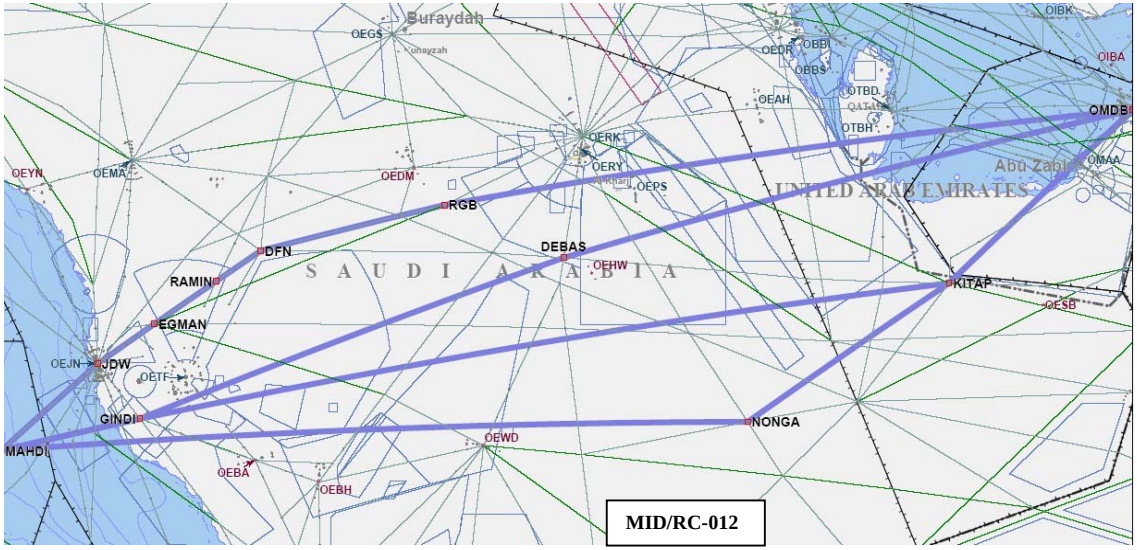
Conclusions/Remarks	This is similar routing as MID/RC-008		**Last updated**	ARN TF/2 – March 09



MID/RC-012	**ATS Route Name:** Gulf Region 1	**Entry-Exit:** UAE to MAHDI via Saudi Arabia	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
New, bi-directional route segments Passing over WPT GINDI, South of Mecca prohibited area.	Saudi Arabia Bahrain UAE				~~To be re-submitted by IATA with no segment crossing the Mecca.~~ - IATA proposes sig. point GINDI South of Mecca. Saudi Arabia will study the new proposal (South of Mecca)	Update to be provided at ARN TF/3 ~~October~~ 2009 March 2010
Flight Level Band: Upper Airspace						
Potential City Pairs: UAE to West Africa and South America						

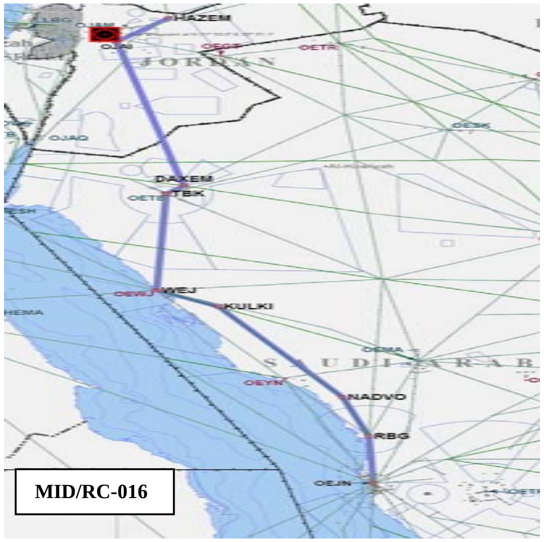
Conclusions/Remarks		**Last updated**	ARN TF/2 – March 09



MID/RC-016	**ATS Route Name: New Route**	**Entry-Exit:** Route from Syria or Jordan all the way to JED, SAH, ADE, MED via QTR/TBK	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
Route from Syria or Jordan all the way to JED, SAH, ADE, MED via QTR/TBK	Saudi Arabia Jordan Syria				- North of Tabuk already agreed with Saudi Arabia and Jordan. LOA to be updated. - For South of Tabuk, Saudi Arabia will revert to ARN TF Secretariat by 31 December 2008. - Still under consideration by Saudi Arabia	~~Dec. 2008~~ Update to be provided by ~~October~~ 2009 March 2010
Flight Level Band:						
Potential City Pairs:						

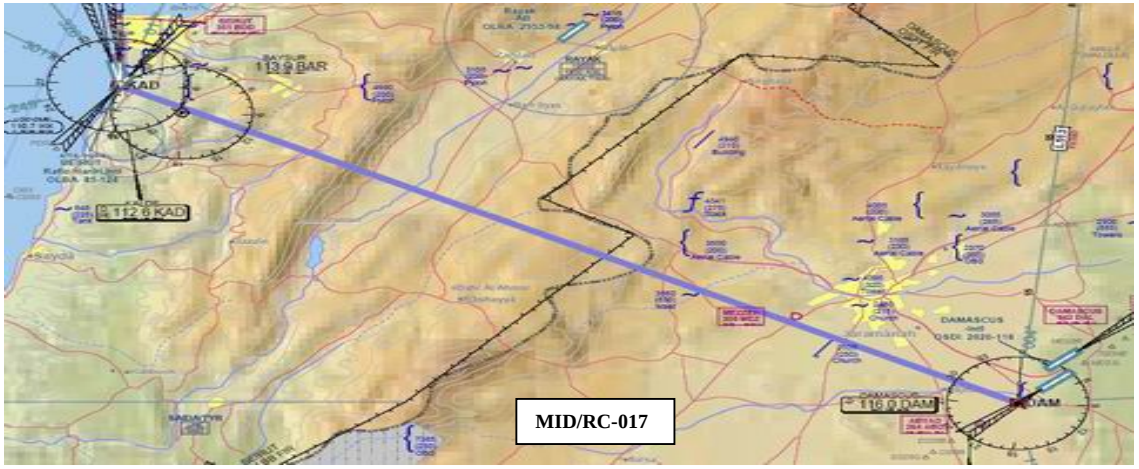
Conclusions/Remarks		**Last updated**	ARN TF/2 – March 09


HAZEM
JORDAN
DAKEM
TBK
WEJ
KULKI
NADVO
RBG
OEJN
MID/RC-016

MID/RC-017	**ATS Route Name:** **New Route**	**Entry-Exit:** Route from Jordan or Syria to BEY via DAM-DAKWE-KAD	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
Route from Jordan or Syria to BEY via DAM-DAKWE-KAD	Syria Beirut		New ATS route.		- Syria will study the request and provide update after internal consultations. - ICAO MID Region to follow-up with SCAA.	TBD ~~30 Sept. 08~~ June 2009
Flight Level Band:						
Potential City Pairs:						

Conclusions/Remarks		**Last updated**	ARN TF/2 – March 09



MID/RC-017

MID/RC-018	**ATS Route Name:** **New Route**	**Entry-Exit:** Route from Jordan to CAI via TBA-W976	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

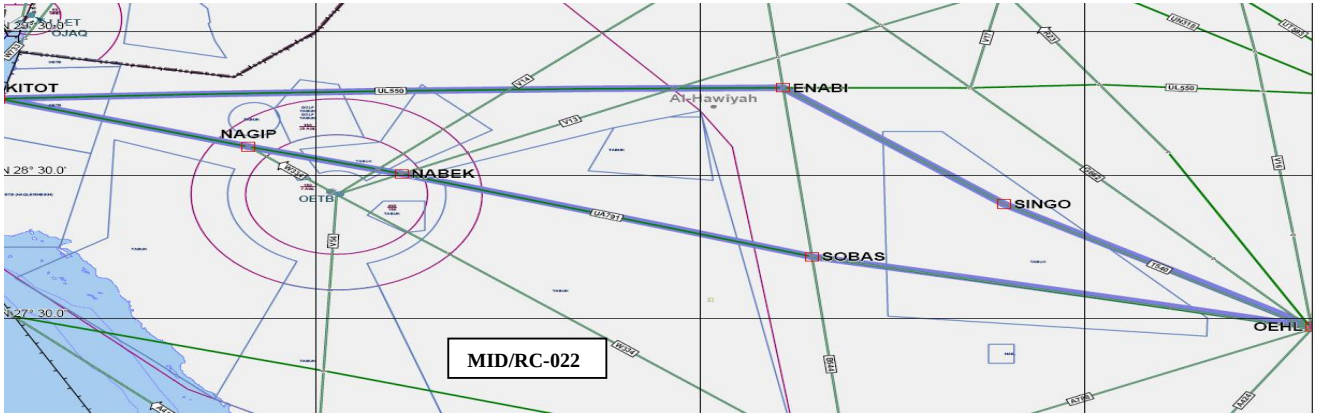
Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
Route from Jordan to CAI via TBA-W976	Jordan Egypt		New ATS route.		- Egypt will require more time to study and initiate proposal to Jordan to establish a point 5 to 7 NM South of METSA in order to facilitate direct routing to DATOK.	TBD
Flight Level Band:						
Potential City Pairs:						

Conclusions/Remarks		**Last updated**	ARN TF/2 – March 09

MID/RC-022	**ATS Route Name:** ~~UA791 Between HIL and KITOT East and westbound~~ ENABI SINGO HAIL	**Entry-Exit:** HIL ~~UA791 KITOT~~ ENABI	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/2	

Route Description Request H24 availability	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Saudi Arabia			Segment KITOT HAIL is already in ANP Segment HIL ENABI currently established as T540	To considered by ARN TF3	ARN TF/3
Flight Level Band: Upper						
Potential City Pairs: DAAG, DTTA, GMMN, HECA, HLLT, to OBBI, OERK, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Egypt, Libya and Maghreb area)						

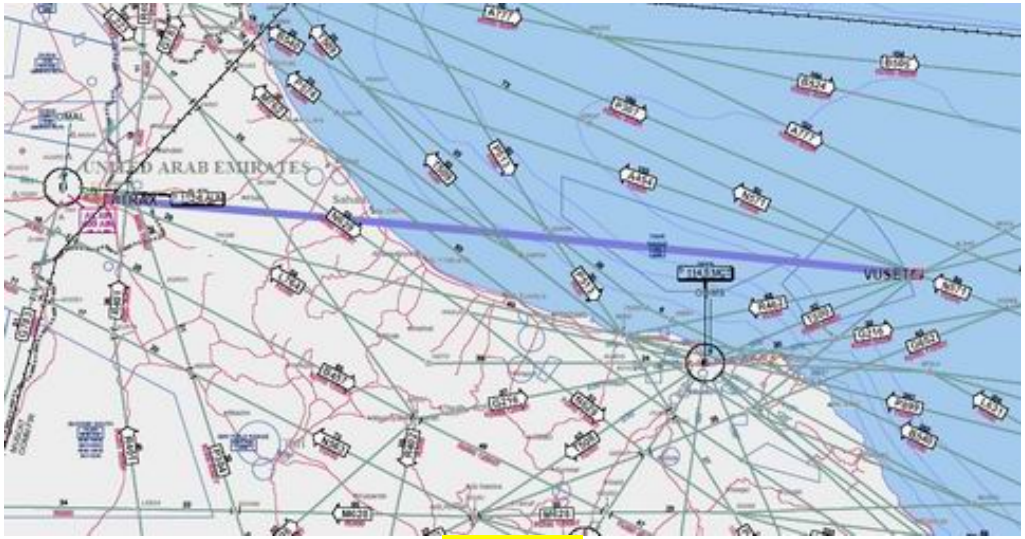
Conclusions/Remarks	Saves 17 miles, 10 daily flights, 16305 Kg of CO2 daily		**Last updated**	ARN TF/2 – March 09



MID/RC-003	**ATS Route Name:** New AWY – VUSET to ITRAX	**Entry-Exit:** VUSET – ITRAX Muscat FIR	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/1	

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
VUSET – "N23 55.7 E059 08.2 ITRAX – N24 12.8 E055 47.8	Oman		New ATS route.			
Flight Level Band: FL290 – FL410						
Potential City Pairs: SGN, PEK, HKG, PVG, DEL, AMD, KHI, KIX, DAC, KTM - Doha						

Conclusions/Remarks		**Last updated**	ARN TF/2 – March 09

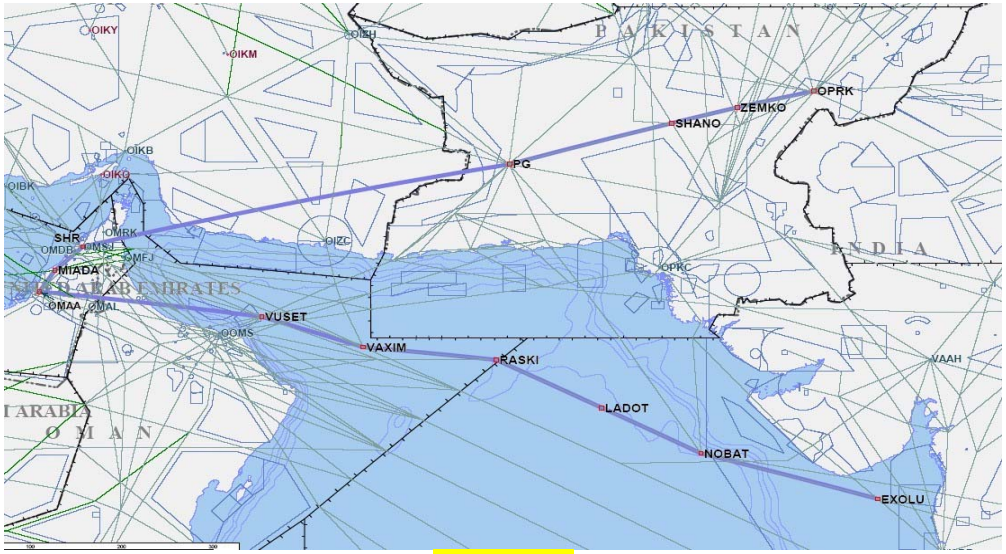


MID/RC-003

MID/RC-013	**ATS Route Name:** Gulf Region Eastbound	**Entry-Exit:** UAE to Pakistan, India, and beyond to Asia/Pacific	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
New, bi-directional route segments UAE to Pakistan, India, and beyond to Asia/Pacific	UAE Oman Iran Pakistan Mumbai				- ~~To be submitted to Oman and APAC Office.~~ - ~~To be considered by ARN TF/2.~~ To be combined with proposal MID/RC-020	~~Aug. 2008~~
Flight Level Band: Upper Airspace						
Potential City Pairs: UAE to Pakistan, Indian & beyond to Asia/Pacific (unlimited)						

Conclusions/Remarks	Iran has recently developed M561 which might provide interim relief . This is similar routing as MID/RC-020	**Last updated**	ARN TF/2 – March 09

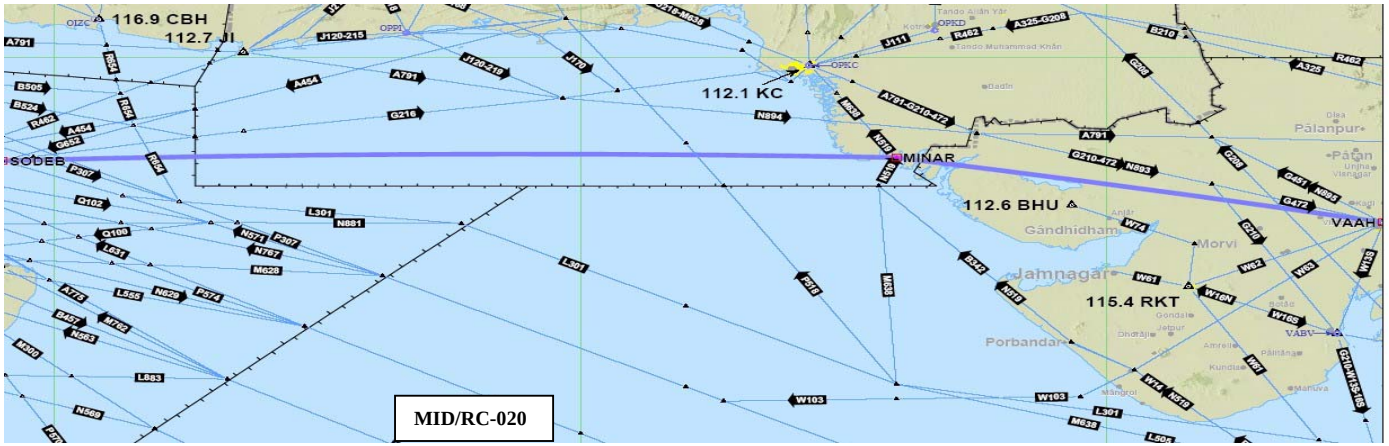

OIKY
OIKM
OIEH
PAKISTAN
OPRK
ZEMKO
SHANO
PG
OIKB
OIKG
OIBK
SHR
OMRK
OMDB
OMSJ
OMFJ
OIZC
INDIA
OPRC
MIADA
OMAA
OMAL
VUSET
OOMS
VAXIM
RASKI
VAAH
LADOT
NOBAT
EXOLU
OMAN

MID/RC-013

MID/RC-020	**ATS Route Name:** Replacement of IATA Proposals (3) and (9).	**Entry-Exit:** TELEM-VAXIM and PRA-TELEM	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
SODEB to/from MINAR with 24 hours availability; thence MINAR to Ahmedabad or Pratapgarh (PRA)	Oman Pakistan Mumbai				- SODEB to/from MINAR with 24 hours availability. - MINAR to Ahmedabad or Pratapgarh (PRA). - To be relayed to Oman and APAC Regional Office, Bangkok. Under consideration as unidirectional only Also being coordinated with APAC	Update ~~October 2009.~~ March 2010 Route expected implementation date Jun2010
Flight Level Band:						
Potential City Pairs:						

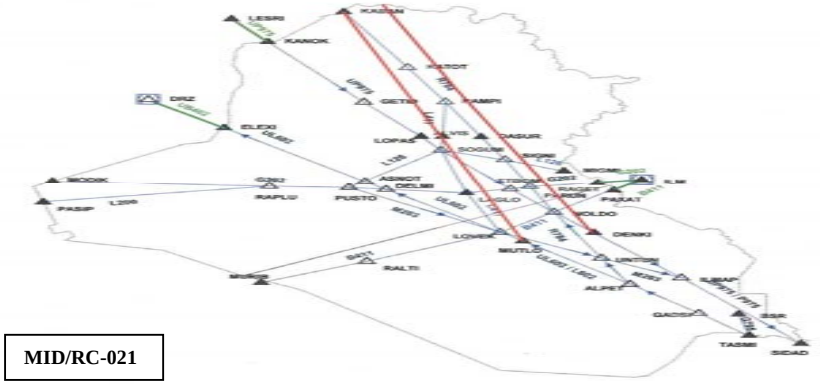
Conclusions/Remarks	Proposed by Pakistan to replace IATA Original proposals (3) and (9) which have been removed from this Appendix This is similar routing as MID/RC-013	**Last updated**	ARN TF/2 – March 09



MID/RC-021	**ATS Route Name:** Dualization of R784	**Entry-Exit:**	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	RDGE	
							Date of Proposal		

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
KKKKK East of KABAN to point at or East of NOLDO	Iraq and Turkey	*ASAP*			- Endorsed by ARN TF/2 for final development by Iraq and Turkey - Iraq and Turkey to propose amendment trajectory of R784	
Flight Level Band: 250-450						
Potential City Pairs:						

Conclusions/Remarks		**Last updated**	ARN TF/2 – March 09

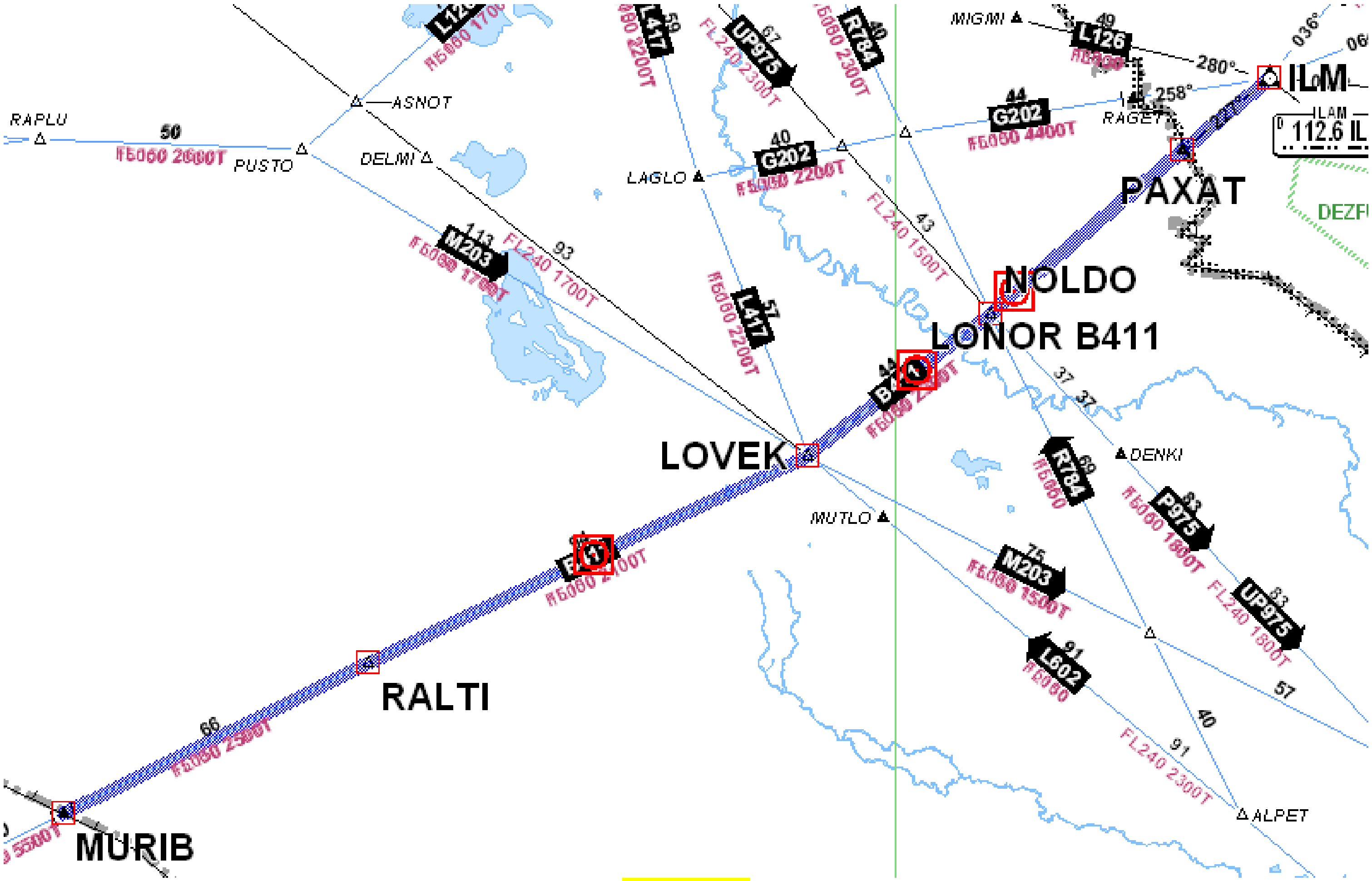


MID/RC-021

MID/RC-023	**ATS Route Name: B411**	**Entry-Exit:** MURIB -PAXAT	**Inter-Rgional Cross Reference if any**		**Users Priority**	URGENT	**Originator of Proposal**	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)

Route Description	**States Concerned**	**Expected Implemen-tation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
MURIB (N311237 E0415036) RALTI (N314208.4 E0430000) ELODI (N320256.28 E0435125.96) LOVEK (322204.4 E0444001.2) LONOR (N323838.63 E0450458.48) NOLDO (N32 49 32.40 E045 21 29.40) PAPUS (N32 53 34.06 E045 27 06.55) PAXAT (N33 20 52.34 E046 05 18.00) ILM MAL	Saudi Arabia Iraq Iran		1. New points highlighted in yellow. 2. LOA coordination with Iran is required to complete the ATS route connection from NOLDO in the Baghdad (FIR) to PAXAT the Baghdad/Iran (FIR)	Available in ATS.1 Table.		
Flight Level Band: FL200-FL410						
Potential City Pairs:						

Conclusions/Remarks		**Last updated**	ATM/SAR/AIS SG/11

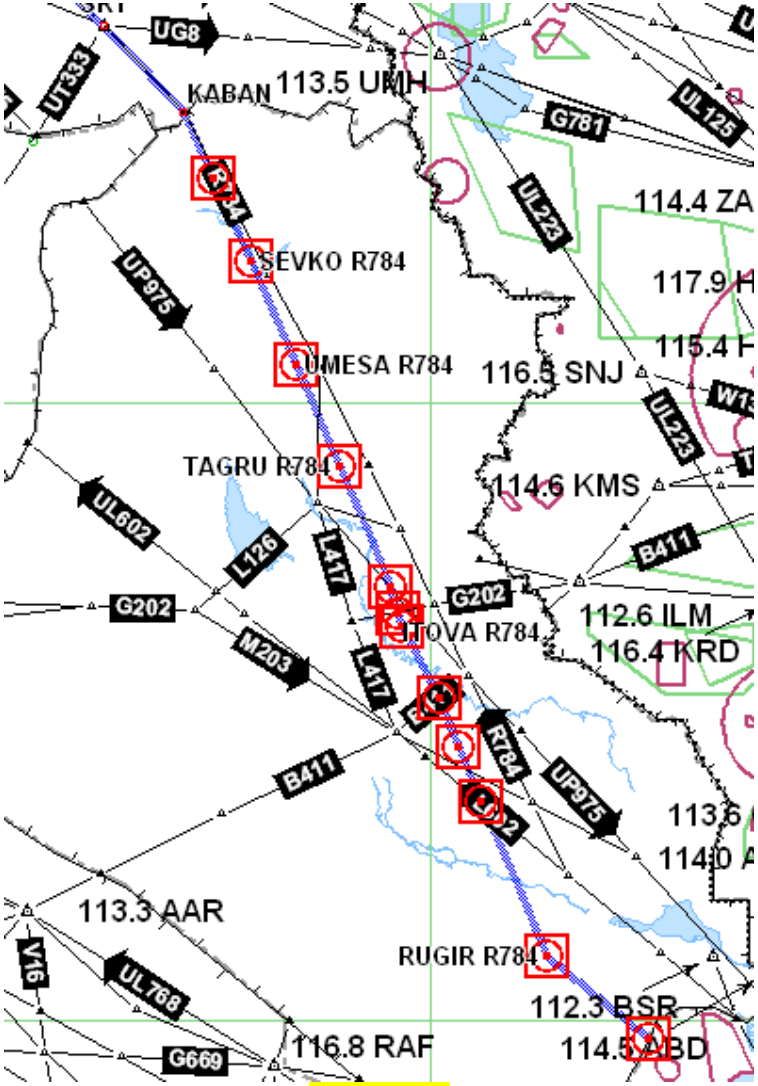

RAPLU
PUSTO
ASNOT
DELMI
LAGLO
MIGMI
RAGET
ILM
ILAM
112.6
PAXAT
NOLDO
LONOR B411
LOVEK
MUTLO
DENKI
RALTI
MURIB
ALPET
DEZF
L126
L417
UP975
R784
G202
M203
P975
L602
FL240 1700T
FL240 1500T
FL240 2300T
FL240 1800T

MID/RC-023

MID/RC-024	**ATS Route Name: T34/R21/R784**	**Entry-Exit:** CRM SRT MOBIS	**Inter-Regional Cross Reference if any**		**Users Priority**	URGENT	**Originator of Proposal**	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
CRM (N4115.9 E03632.9^{E}) SRT (N3754.6 E04152.9) KABAN (N371456 E0423859) EMIDO (N36 44 11.33 E042 56 00) SEVKU (N36 05 48.02 E043 17 15.84) UMESA (N35 17 41.49 E043 43 06.89) TAGRU (N34 29 58.95 E044 08 16.67) PUTSI (N33 32 00.00 E044 37 00.00) ITOVA (N33 19 50.91 E044 41 28.97) SEPTU (N33 13 00.00 E044 44 00.00) LONOR (N32 38 38.63 E045 04 58.48) ULIMA (N32 15 00.00 E045 16 00.00) ITBIT (N31 47 35.20 E045 29 16.57) RUGIR (N30 32 19.06 E046 06 18.20) MOBIS (N29 51 08.84 E047 04 57.39)	Turkey Iraq Kuwait		1) Description of the Route in the ATS 1 Table is Sharjah, SIDAD, PUSMO, KABAN SIIRT. 2) Proposal from Iraq to re-align the route as per description 3) Segments UMESA to ITBIT Northbound. Other Segments bi-directional.			
Flight Level Band: FL200-FL410						
Potential City Pairs:						

Conclusions/Remarks		**Last updated**	ATM/SAR/AIS SG/11

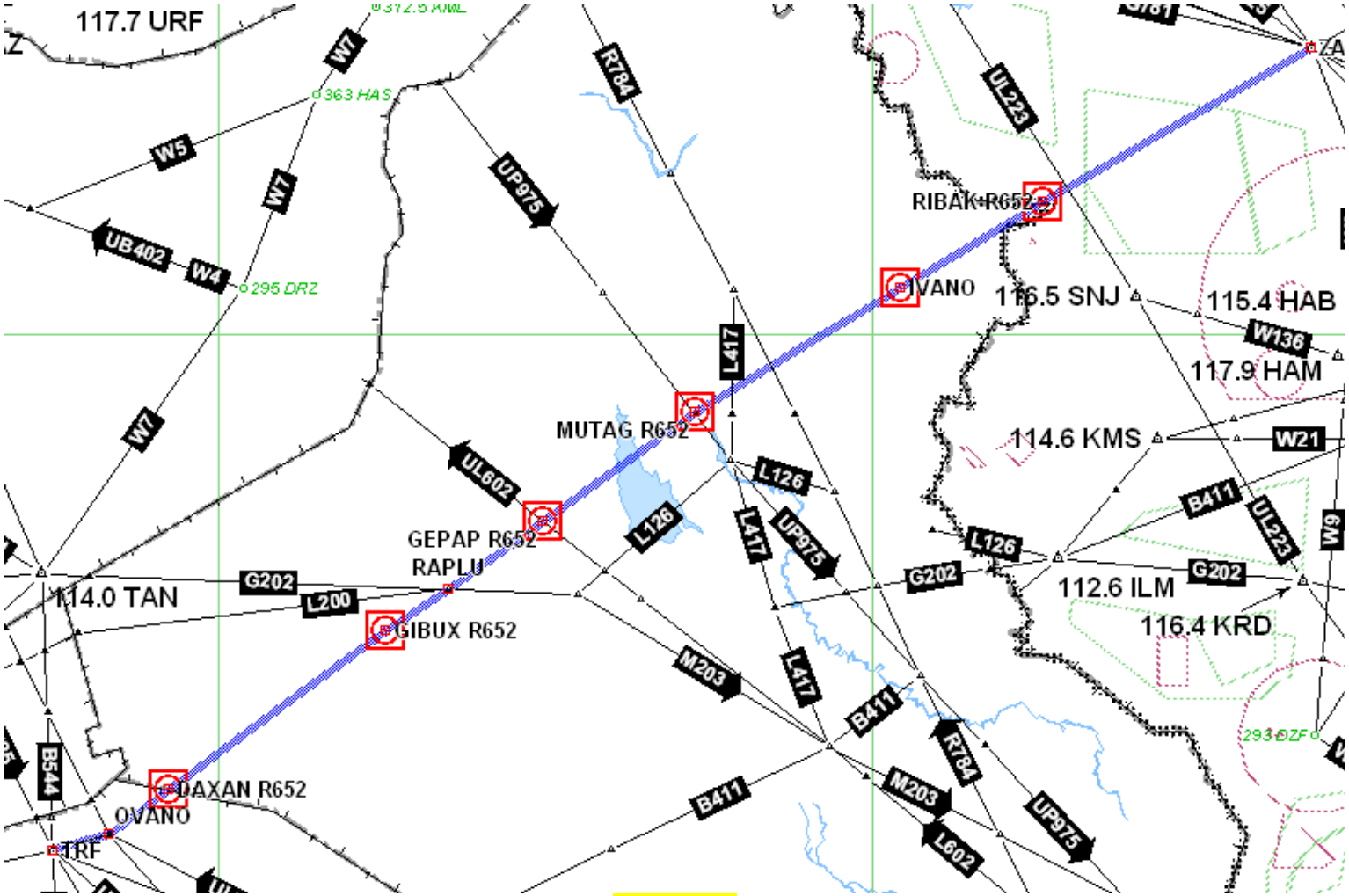

UG8
UT333
KABAN
113.5 UMH
G781
UL125
UL223
114.4 ZA
SEVKO R784
UP975
117.9 H
115.4 F
UMESA R784
116.5 SNJ
W1
UL223
TAGRU R784
114.6 KMS
UL602
L126
L417
B411
G202
G202
112.6 ILM
116.4 KRD
M203
L417
R784
UP975
B411
113.6
114.0 A
113.3 AAR
RUGIR R784
V16
UL768
112.3 BSR
114.5 ABD
G669
116.8 RAF

MID/RC-024

MID/RC-025	**ATS Route Name: R652**	**Entry-Exit:** METSA- ZAJ	**Inter-Regional Cross Reference if any**		**Users Priority**	URGENT	**Originator of Proposal**	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
METSA (N2927.1 E03459.0) QATRANEH (QTR) PARAM (N3123.3 E3706.7) GURAIT (GRY) TURAIF (TRF) OVANO (N3148.0 E03909.8) DAXAN (N32 05 12.16 E039 37 19.13) GIBUX (N33 07 14.80 E041 16 25.18) RAPLU (N33 23 00.00 E041 45 30.00) GEPAP (N33 49 05.80 E042 28 50.64) MUTAG (N34 30 03.45 E043 38 34.38) IVANO (N35 17 24.00 E045 12 34.66) RIBAK (N35 49 25.77 E046 18 07.93) ZANJAN (ZAJ)	Saudi Arabia Iraq Iran		1) New Route in the Baghdad (FIR) Connecting with Zanjan (ZAJ). 2) To Coordinate with Saudi Arabia to connect Airway from OVANO to DAXAN if acceptable. 3) Coordinate with Iran to connect RIBAK to ZAJ if acceptable 4) New Route in Baghdad (FIR).	Available in ATS.1 Table.		
Flight Level Band: FL200-FL410						
Potential City Pairs:						

Conclusions/Remarks		**Last updated**	ATM/SAR/AIS SG/11

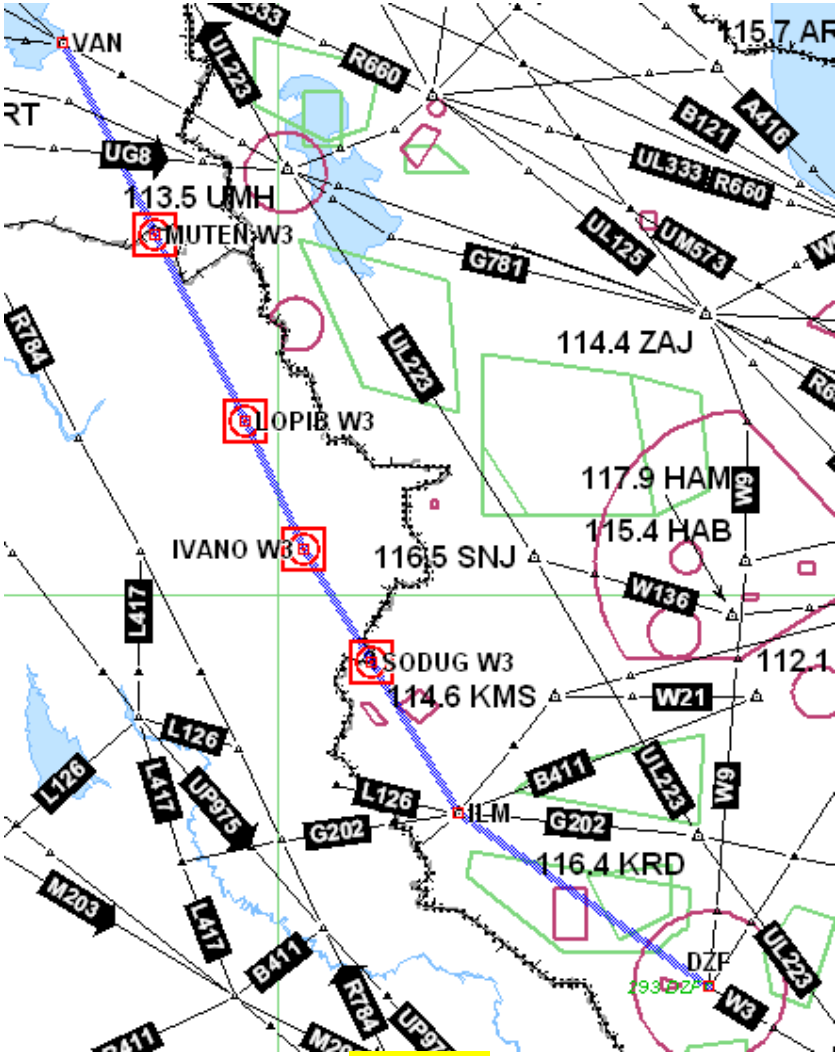

117.7 URF
W7
363 HAS
W5
W7
UB402
W4
296 DRZ
W7
R784
UP975
UL223
RIBAK R652
IVANO
116.5 SNJ
115.4 HAB
W136
117.9 HAM
L417
MUTAG R652
114.6 KMS
W21
UL602
L126
B411
UL223
W9
GEPAP R652
RAPLU
L126
L417
UP975
L126
G202
G202
112.6 ILM
G202
116.4 KRD
114.0 TAN
L200
GIBUX R652
M203
L417
B411
R784
293 DZF
B544
DAXAN R652
OVANO
TRF
B411
M203
UP975
L602

MID/RC-025

MID/RC-026	**ATS Route Name: W3**	**Entry-Exit:** DZF-VAN	**Inter-Regional Cross Reference if any**		**Users Priority**	URGENT	**Originator of Proposal**	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
DZF DEZFUL SODUG (N34 33 12.57 E045 44 17.51) IVANO (N35 17 24.00 E00451234.66) LOPIB (N36 06 32.67 E044 45 00.00) MUTEN (N37 17 00.00 E044 03 00.00) VAN FERIT MELEN	Iran Iraq Turkey		1. Change route designator to regional RNAV route designator (**L, M, N or P** designator needed). 2. Points highlighted in yellow are new. 3. Coordination with Iran is required 4. Coordinatio with Ankara is required to continue the route within their airspace as new regional RNAV route.			
Flight Level Band: FL200-FL410						
Potential City Pairs:						

Conclusions/Remarks		**Last updated**	ATM/SAR/AIS SG/11

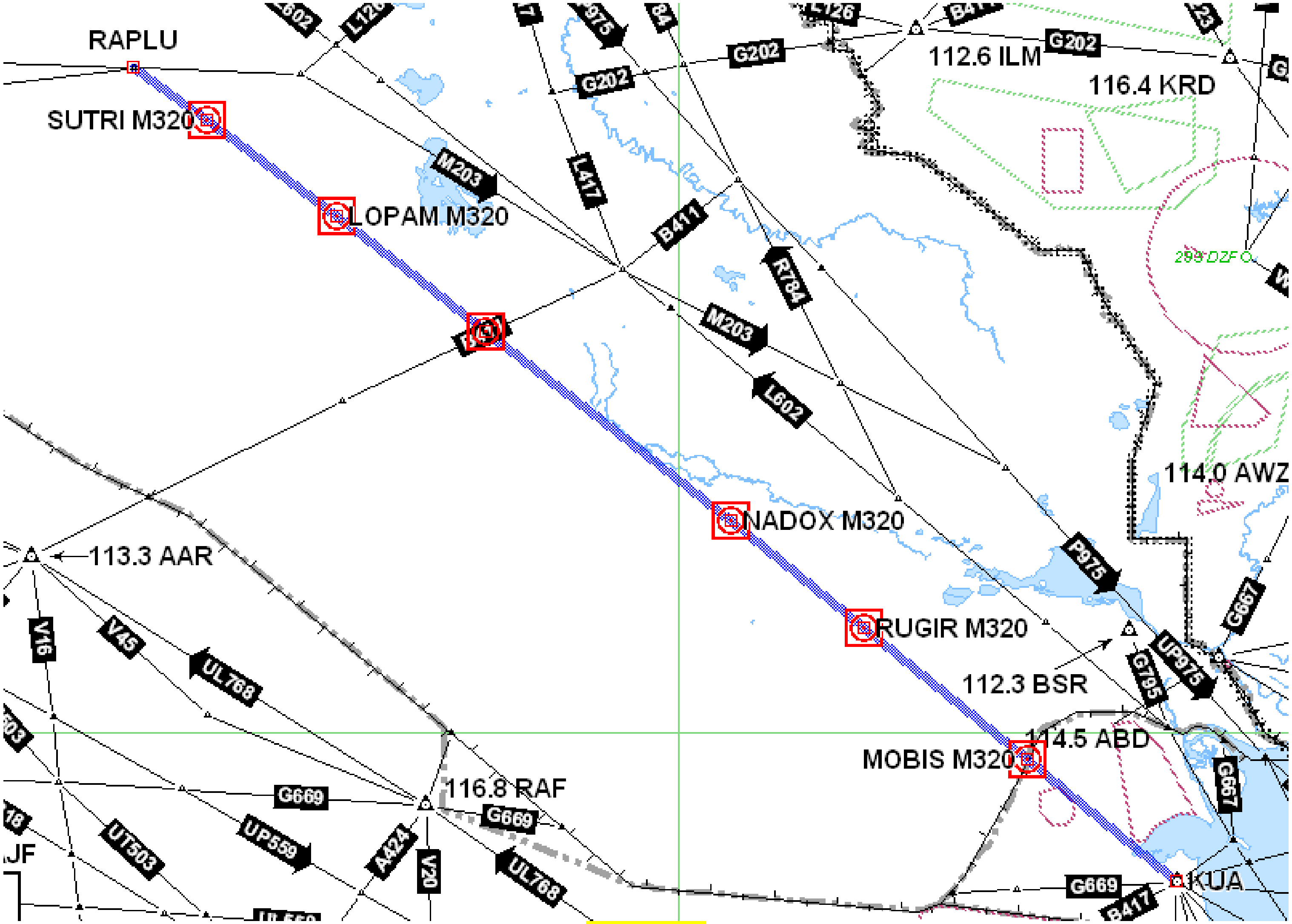

VAN
UL223
R660
UG8
113.5 UMH
MUTEN W3
G781
UL125
UM573
UL333
R660
B121
A416
115.7 AR
114.4 ZAJ
R781
LOPIB W3
117.9 HAM
115.4 HAB
IVANO W3
116.5 SNJ
W136
L417
SODUG W3
114.6 KMS
W21
112.1
L126
B411
W9
ILM
G202
116.4 KRD
UP975
M203
DZF
W3

MID/RC-026

MID/RC-027	**ATS Route Name: M320**	**Entry-Exit:** KUA-RAPLU	**Inter-Regional Cross Reference if any**		**Users Priority**	URGENT	**Originator of Proposal**	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
KUA MOBIS (N29 51 08.84 E047 04 57.39) RUGIR (N30 32 19.06 E046 06 18.20) NADOX (N31 05 04.73 E045 18 51.30) ELODI (N32 02 56.28 E043 51 25.96) LOPAM (N323757.19 E0425805.98) SUTRI (N330701.47 E0421128.15) RAPLU (N332300 E0414530)	Kuwait Iraq		1. Existing RNAV designator M320 from Kuwait proposed). 2. Points highlighted in yellow are new. 3. Coordination with Kuwait required of continuation of route within their airspace.	Available in ATS.1 Table In Kuwait FIR		
Flight Level Band: FL200-FL410						
Potential City Pairs:						

Conclusions/Remarks		**Last updated**	ATM/SAR/AIS SG/11

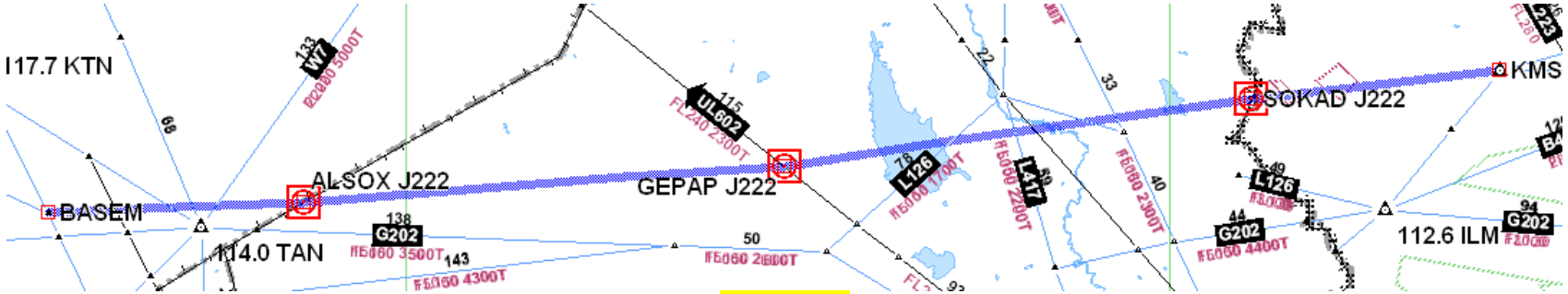

RAPLU
SUTRI M320
LOPAM M320
NADOX M320
RUGIR M320
MOBIS M320
KUA
112.6 ILM
116.4 KRD
114.0 AWZ
112.3 BSR
114.5 ABD
113.3 AAR
116.8 RAF
G202
M203
L417
B411
R784
L602
P975
UP975
G667
G795
G669
B417
V16
V45
UL768
UT503
UP559
A424
V20

MID/RC-027

MID/RC-028	ATS Route Name: J222	Entry-Exit: BASEM-KMS	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)

Route Description	States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
BASEM (N333318 E0373906) ALSOX (N33 37 00.00 E039 20 00.00) GEPAP (N33 49 05.80 E042 28 50.64) SOKAD (N34 10 50.97 E045 32 25.57) KMS KERMANSHAH	Syria Iraq Iran		1. Points highlighted in yellow are new. 2. Coordination with SYR and IRN required of continuation of route within their airspace. New route in the Baghdad (FIR)			
Flight Level Band: FL200-FL410						
Potential City Pairs:						

Conclusions/Remarks		Last updated	ATM/SAR/AIS SG/11

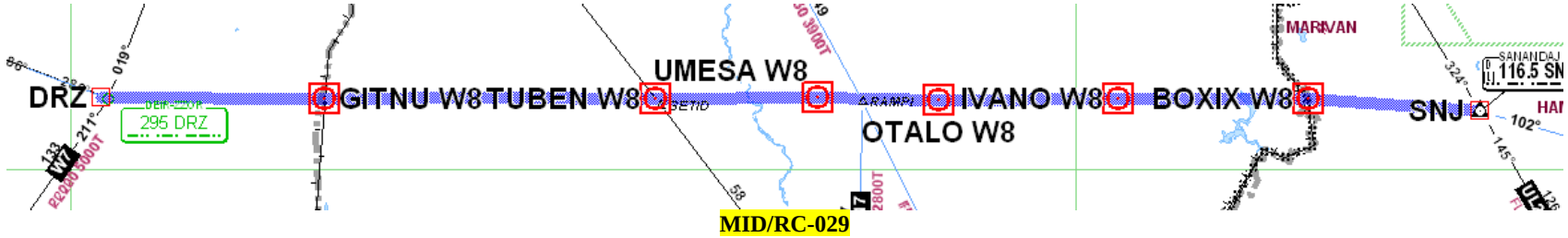


MID/RC-028

MID/RC-029	ATS Route Name: W8	Entry-Exit: GITNU-HAB	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)

Route Description	States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
DRZ GITNU N35 17 24.00 E041 15 53.24 TUBEN N35 17 24.00 E042 54 34.30 UMESA N35 17 41.49 E043 43 06.89 OTALO N35 17 00.00 E044 19 00.00 IVANO N35 17 24.00 E045 12 34.66 BOXIX N35 17 24.00 E046 09 21.43 SNJ	Syria Iraq Iran		1. Change route designator to regional RNAV route designator (**L, M, N or P requested**). 2. Points highlighted in yellow are new. 3. Coordination with Damascus and Iran required for the continuation of route within their airspace. 4. New route in the Baghdad (FIR)			
Flight Level Band: FL200-FL410						
Potential City Pairs:						

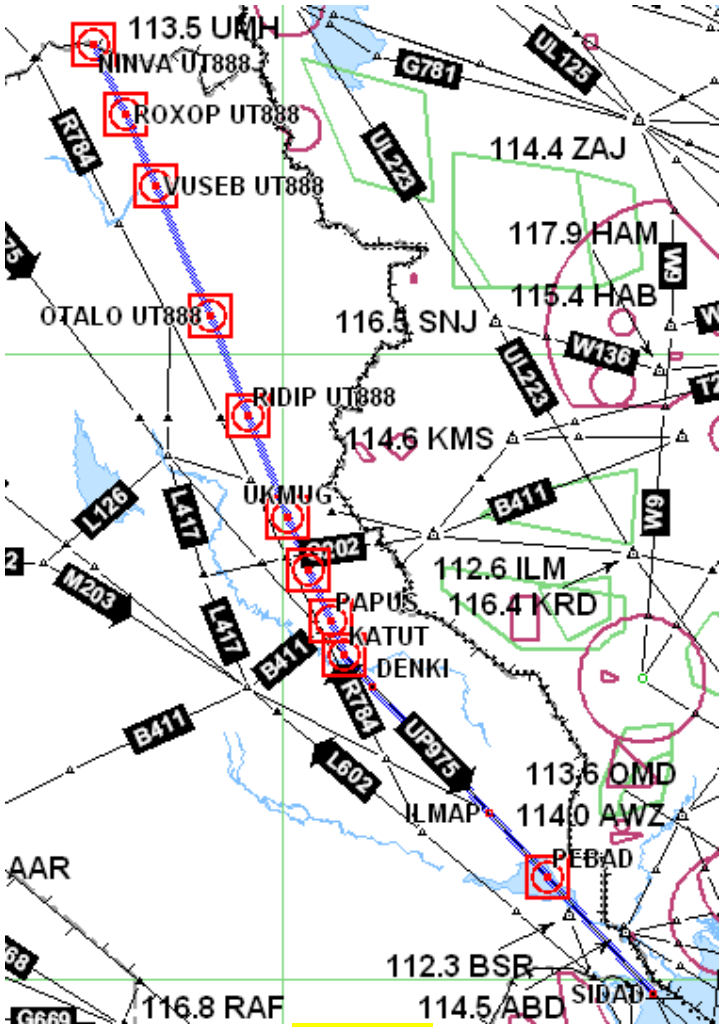
Conclusions/Remarks		Last updated	ATM/SAR/AIS SG/11



MID/RC030	ATS Route Name: UT888	Entry-Exit: NINVA-SIDAD	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iraq
							Date of Proposal	RDGE/11 (Oct 2009)

Route Description	States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
NINVA N37 21 00.00 E043 13 00.00 ROXOP N36 49 16.80 E043 31 00.00 VUSEB N36 16 36.94 E043 48 00.00 OTALO N35 17 00.00 E044 19 00.00 RIDIP N34 30 12.09 E044 40 27.24 UKMUG N33 43 00.35 E045 03 28.80 VAXEN N33 18 00.00 E045 15 00.00 PAPUS N32 53 34.06 E045 27 06.55 KATUT N32 37 37.33 E045 34 39.37 DENKI N32 22 28.46 E045 51 21.58 ILMAP N31 21 33.00 E046 57 02.00 PEBAD N30 50 23.09 E047 29 58.49 SIDAD N29 52 31.00 E048 29 44.00	Turkey Iraq		Southbound New route		1. Change route designator to regional RNAV route designator (L, M, N or P designator needed). 2. EUR/NAT to coordinate with TUR to continue with RNAV from point NINVA. 3. Inserted points highlighted in yellow are new.	
Flight Level Band: FL240-FL460						
Potential City Pairs:						

Conclusions/Remarks			Last updated	ATM/SAR/AIS SG/11

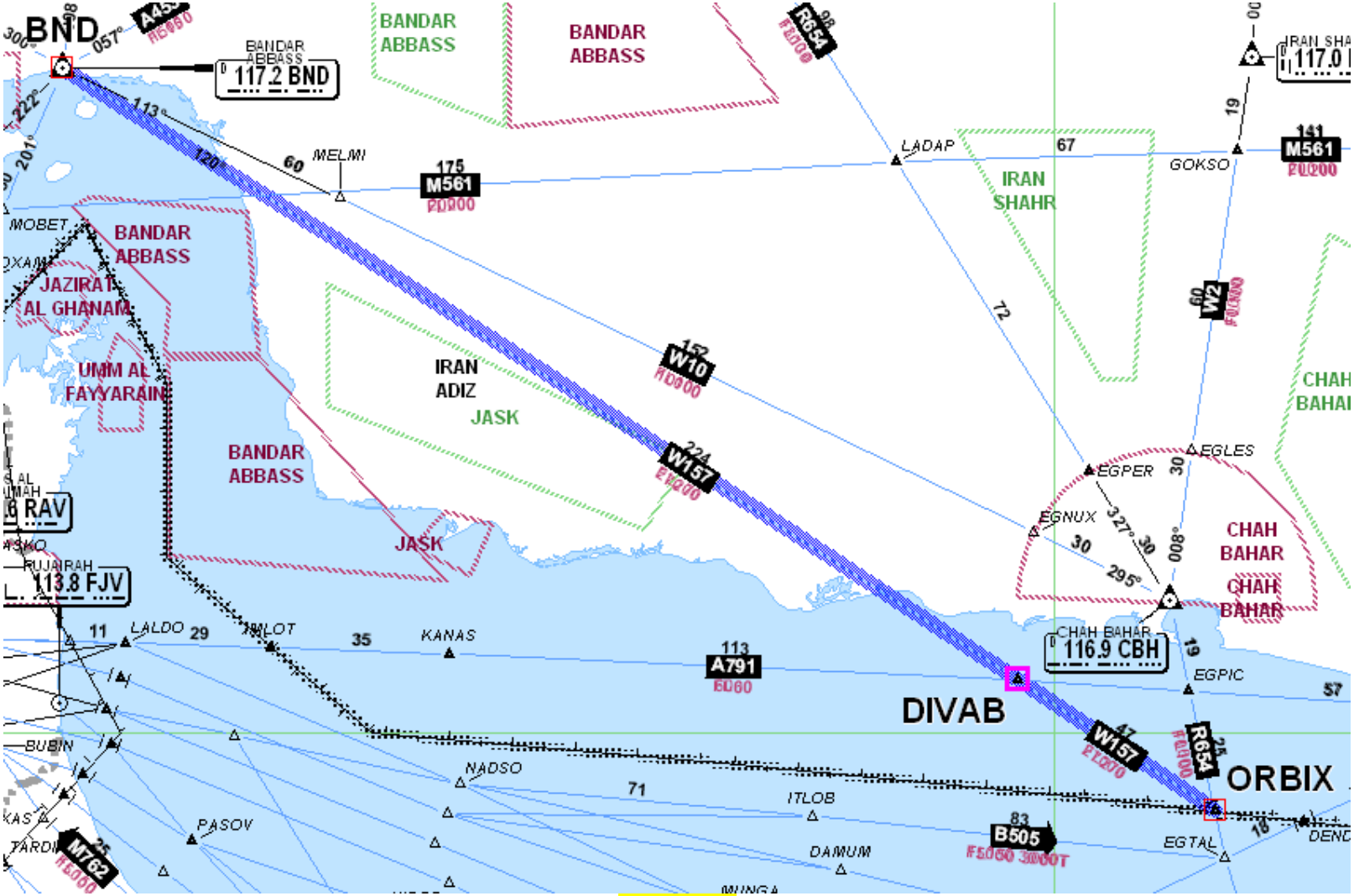

113.5 UMH
NINVA UT888
ROXOP UT888
VUSEB UT888
OTALO UT888
RIDIP UT888
UKMUG
PAPUS
KATUT
DENKI
ILMAP
PEBAD
SIDAD
114.4 ZAJ
117.9 HAM
115.4 HAB
116.5 SNJ
114.6 KMS
112.6 ILM
116.4 KRD
113.6 OMD
114.0 AWZ
112.3 BSR
114.5 ABD
116.8 RAF
AAR
G781
UL125
UL223
R784
W136
W9
L126
L417
B411
M203
L602
UP975

MID/RC-030

MID/RC031	**ATS Route Name: W157**	**Entry-Exit:** BND-ORBIX – PARAR or RASKI	**Inter-Regional Cross Reference if any**		**Users Priority**	URGENT	**Originator of Proposal** Iran **Date of Proposal** RDGE/11 (Oct 2009)

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
New bi-directional ATS route: BND (BANDAR ABBASS) DIVAB 2510.7N E05952.1E) ORBIX 244430N 0603511E PARAR 222630N 0630700 or ORBIX 2444300N 0603511E RASKI 230330N 0635200E	Iran Oman		Iran has established an ATS route BND (Bandar Abbas) - ORBIX 2444.5N 06035.2E (boundary point Tehran FIR/Muscat FIR) and require further extension towards Muscat FIR and Karachi FIR.		1) Coordination with Oman 2) If Agreed Add to MID ATS-1 Table 3) New Route Designator Required	Published by Iran in AIP
U						
Potential City Pairs:						

Conclusions/Remarks	To further improve the ATS network within Gulf Area, facilitate and shorten the traffic flows from Indian Ocean proceeding to Europe and vice-versa.		**Last updated**	ATM/SAR/AIS SG/11

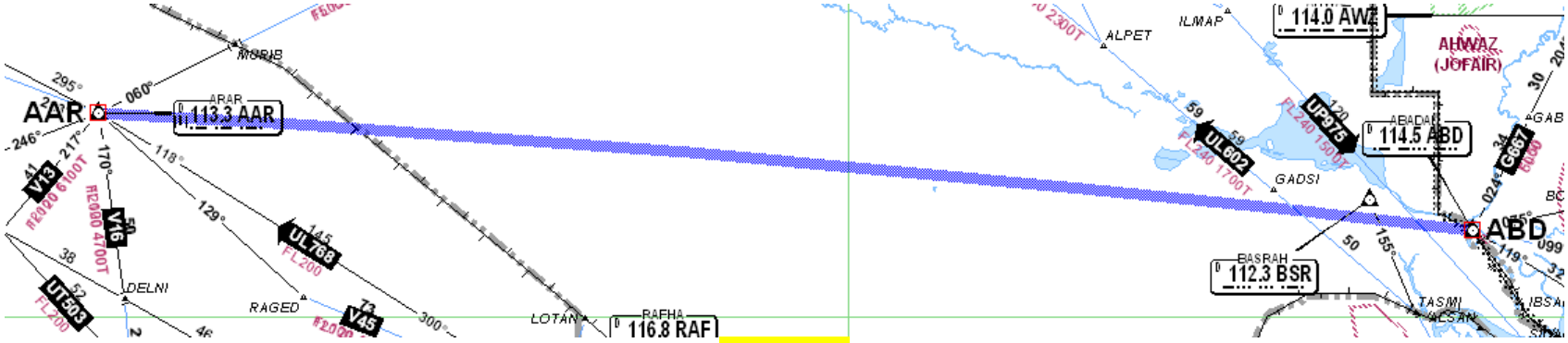

BND
BANDAR ABBASS
117.2 BND
BANDAR ABBASS
BANDAR ABBASS
MELMI
M561
LADAP
IRAN SHAHR
GOKSO
117.0
M561
W2
BANDAR ABBASS
JAZIRAT AL GHANAM
UMM AL FAYYARAIN
IRAN ADIZ
JASK
W10
W157
BANDAR ABBASS
JASK
EGPER
EGLES
EGNUX
CHAH BAHAR
CHAH BAHAR
CHAH BAHAR
116.9 CBH
EGPIC
RAV
FUJAIRAH
113.8 FJV
LALDO
KANAS
A791
DIVAB
W157
R654
ORBIX
BUBIN
NADSO
ITLOB
PASOV
DAMUM
B505
EGTAL
M762

MID/RC-031

MID/RC-032	**ATS Route Name: G665**	**Entry-Exit:** ABD/AAR	**Inter-Regional Cross Reference if any**		**Users Priority**	URGENT	**Originator of Proposal** Iran **Date of Proposal** RDGE/11 (Oct 2009)

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
Extension of ATS Route G665 in Tehran FIR from Abadan (ABD) to Baghdad FIR and beyond in Jeddah FIR Arar (AAR). **Flight Level Band: FL240-FL460** **Potential City Pairs**:	Iran Iraq Saudi Arabia	No implementation date yet.	1) Iraq will establish new boundary point at Jeddah & Baghdad FIR boundary. 2) Iran and Iraq agreed that all east/west routes would be implemented after implementation of RVSM and military approval. 3) Coordination Between Iraq and Saudi Arabia Required.	Available in ATS.1 Table Panjgur-Abadan Extension from Abadan to Arar to be added to table if agreed on.		

Conclusions/Remarks	To further improve the ATS network within Gulf Area.		**Last updated**	ATM/SAR/AIS SG/11

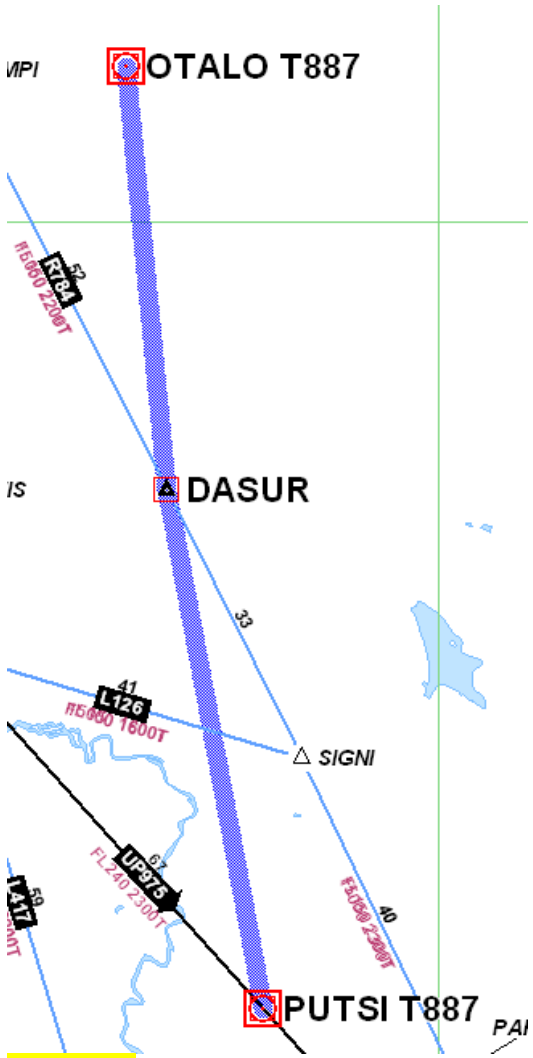


MID/RC-032

MID/RC-033	**ATS Route Name: T887**	**Entry-Exit:** OTALO-PUTSI	**Inter-Regional Cross Reference if any**		**Users Priority**	URGENT	**Originator of Proposal**	Iran
							Date of Proposal	RDGE/11 (Oct 2009)

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
OTALO N35 17 00.00 E044 19 00.00 DASUR N34 30 05.62 E044 24 17.35 PUTSI N33 32 00.00 E044 37 00.00	Iraq	.	Entire route bi-directional		Points highlighted in yellow are new.	
Flight Level Band: FL240-FL460						
Potential City Pairs:						

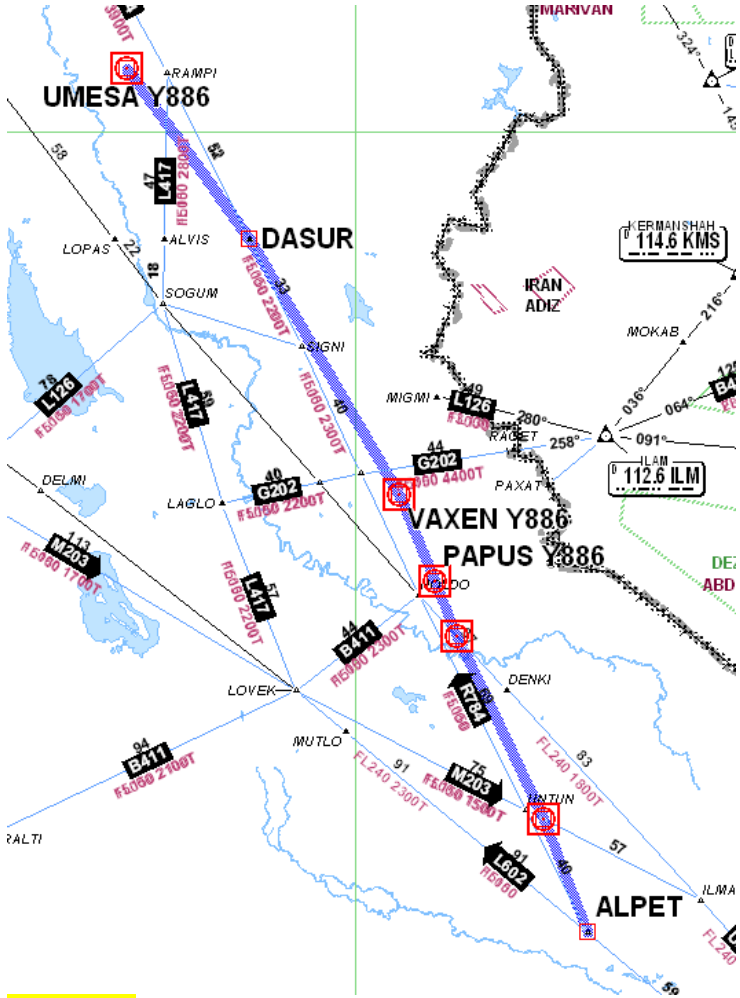
Conclusions/Remarks	To further improve the ATS network within Gulf Area.		**Last updated**	ATM/SAR/AIS SG/11


OTALO T887
R784
DASUR
33
L126
SIGNI
UP975
PUTSI T887
MID/RC-33

MID/RC-034	ATS Route Name: Y886	Entry-Exit: UMESA-ALPET	Inter-Regional Cross Reference if any		Users Priority	URGENT	Originator of Proposal	Iran
							Date of Proposal	RDGE/11 (Oct 2009)

Route Description	States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
UMESA N35 17 41.49 E043 43 06.89 DASUR N34 30 05.62 E044 24 17.35 UKMUG N33 43 00.35 E045 03 28.80 VAXEN N33 18 00.00 E045 15 00.00 PAPUS N32 53 34.06 E045 27 06.55 KATUT N32 37 37.33 E045 34 39.37 SETSA N31 45 00.00 E046 04 0000 ALPET N31 12 19.00 E046 18 44.00	Iraq	.	Entire route bi-directional		Points highlighted in yellow are new.	
Flight Level Band: FL240-FL460						
Potential City Pairs:						

Conclusions/Remarks	To further improve the ATS network within Gulf Area.		Last updated	ATM/SAR/AIS SG/11

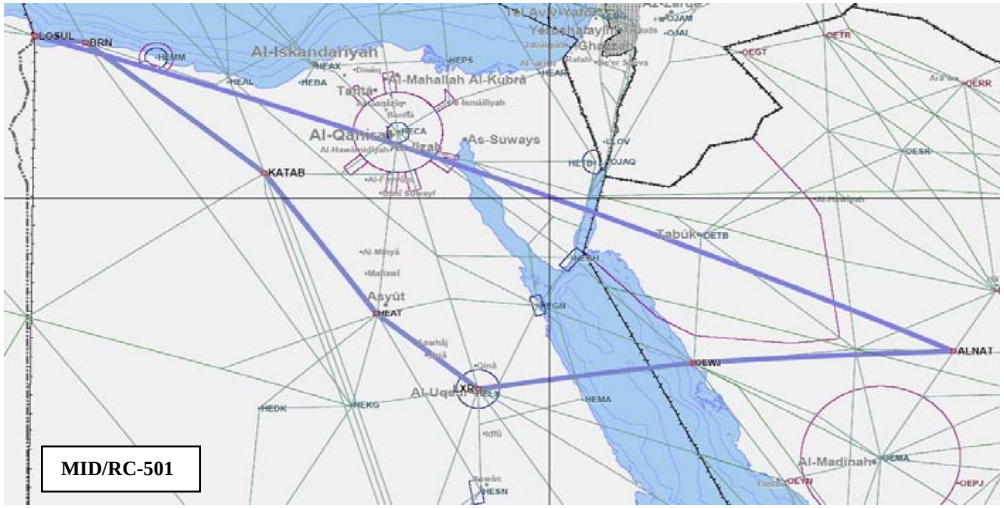

UMESA Y886
RAMPI
DASUR
LOPAS
ALVIS
SOGUM
SIGNI
MARIVAN
KERMANSHAH
114.6 KMS
IRAN
ADIZ
MOKAB
MIGMI
RAGET
ILAM
112.6 ILM
PAXAT
VAXEN Y886
PAPUS Y886
DELMI
LAGLO
LOVEK
MUTLO
DENKI
UNTUN
ALPET
ILMA
L417
L126
G202
M203
B411
R784
L602
FL240 2300T
FL240 1900T

MID/RC-34

MID/RC-501	**ATS Route Name: New Route**	**Entry-Exit:** LOSUL-ALNAT	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/2	

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Egypt Saudi Arabia					
Flight Level Band:						
Potential City Pairs: DAAG, DTTA, GMMN, HLLT, DTTA to OBBI, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Maghreb area)						

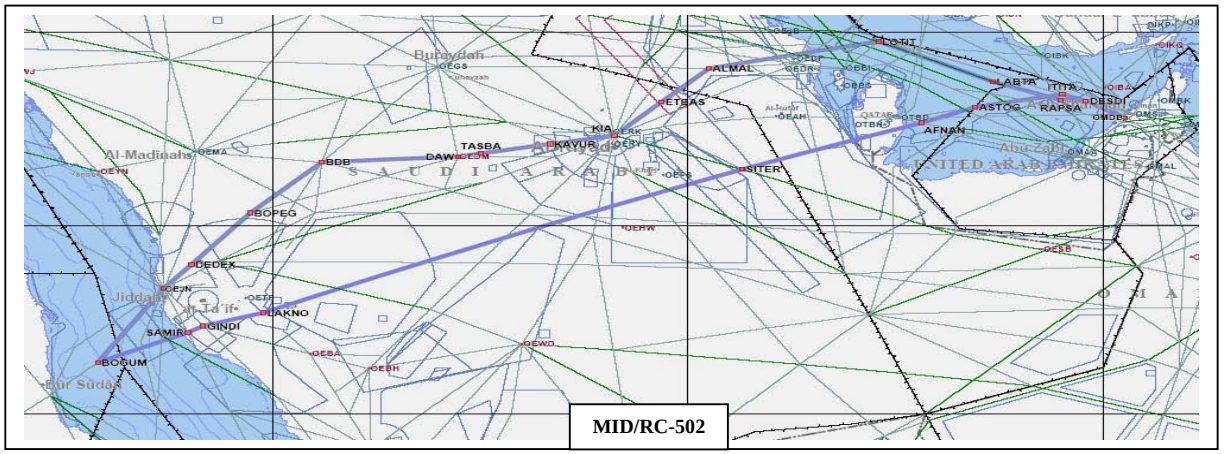
Conclusions/Remarks	**Saving 104 miles, 5051 Kg Co2 per flight.**		**Last updated**	



MID/RC-502	ATS Route Name: New Route	Entry-Exit: BOGUM-ASTOG	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2

Route Description	States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
	Bahrain, Qatar, Saudi Araiba, Sudan, United Arab Emirates					
Flight Level Band:						
Potential City Pairs: DGAA, DNMM, HSSS, OEJN, SBGR to OBBI, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Sudan, West Africa, South America)						

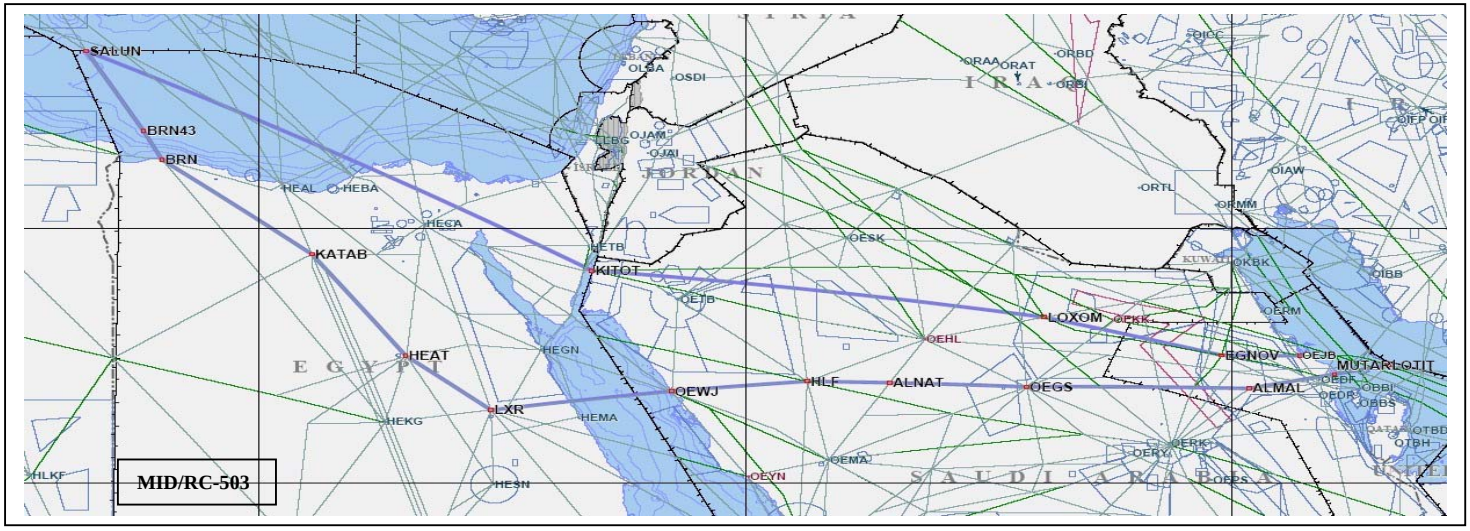
Conclusions/Remarks	Saves 58 miles and 3196 Kg of CO2		Last updated	



MID/RC-503	**ATS Route Name:** **New Route**	**Entry-Exit:** SALUN-EGNOV	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/2

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Bahrain, Egypt, Saudi Arabia					
Flight Level Band:						
Potential City Pairs: DAAG, DTTA, GMMN, HECA, LIRF, LFMN to OBBI, OMAA, OMDB, OTBD (Eastern Arabian Peninsula to Egypt, Maghreb and Mediterranean areas)						

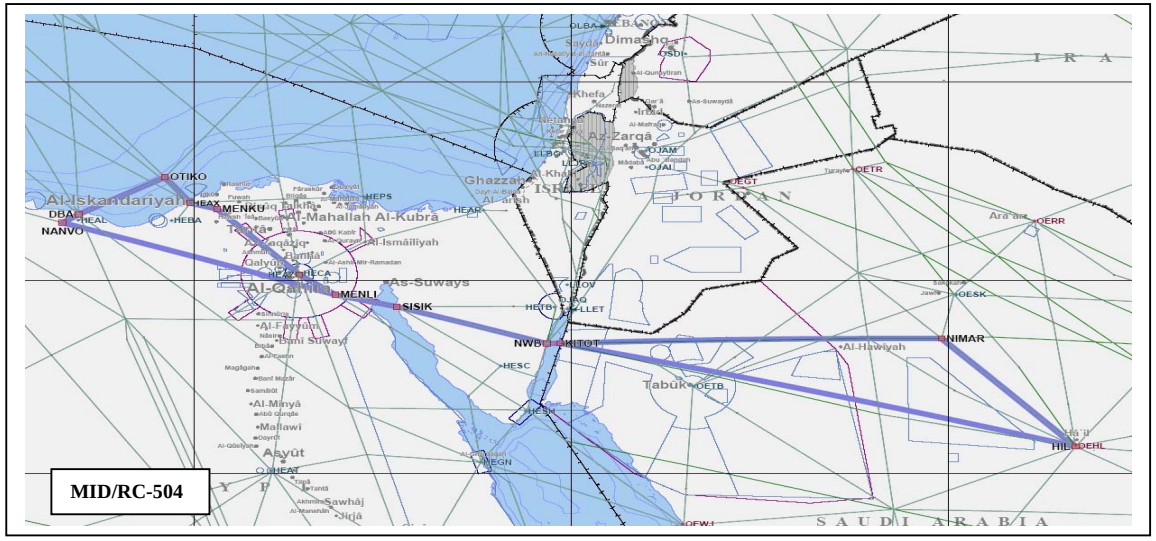
Conclusions/Remarks	**Saves 275 miles and 8267 kg of CO2 per flight**		**Last updated**	



MID/RC-504	ATS Route Name: New Route	Entry-Exit: HIL-NANVO	Inter-Regional Cross Reference if any		Users Priority		Originator of Proposal	IATA
							Date of Proposal	ARN TF/2

Route Description	States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken / Required	Deadline for each Action
	Egypt Saudi Arabia					
Flight Level Band:						
Potential City Pairs: DAAG, DTTA, GMMN, HECA, HLLT, to OBBI, OERK, OMAA, OMDB, OTBD (Central and Eastern Arabian Peninsula to Egypt, Libya and Maghreb area)						

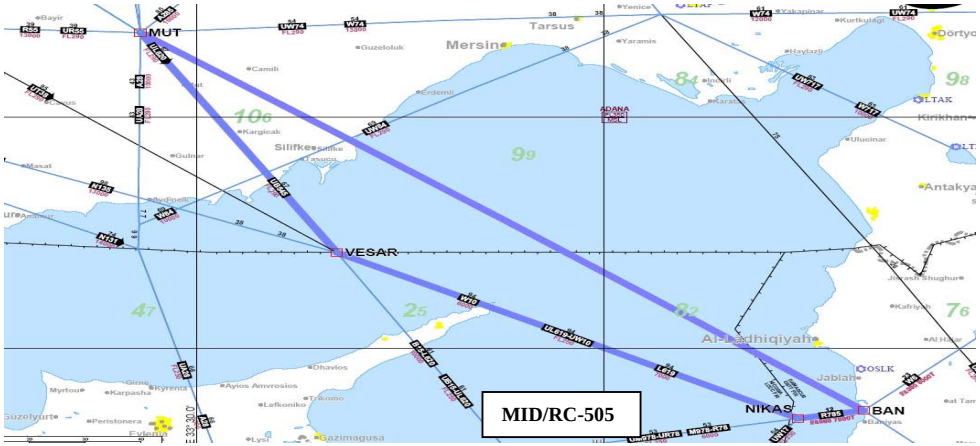
Conclusions/Remarks	Saves 73 miles and 3900 Kg of CO2		Last updated	



MID/RC-505	**ATS Route Name:** New Route	**Entry-Exit:** MUT in Turkey to BAN in Syria	**Inter-Regional Cross Reference if any**		**Users Priority**	**Originator of Proposal**	IATA
						Date of Proposal	ARN TF/2

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Cyprus, Syria, Turkey					
Flight Level Band:						
Potential City Pairs: OBBI, OERK, OMAA, OMDB, OSDI, OTBD to LBSF, LGAV, LROP, LTAC, LTBA (Arabian Peninsula and Syria to Greece, Turkey, Black Sea area)						

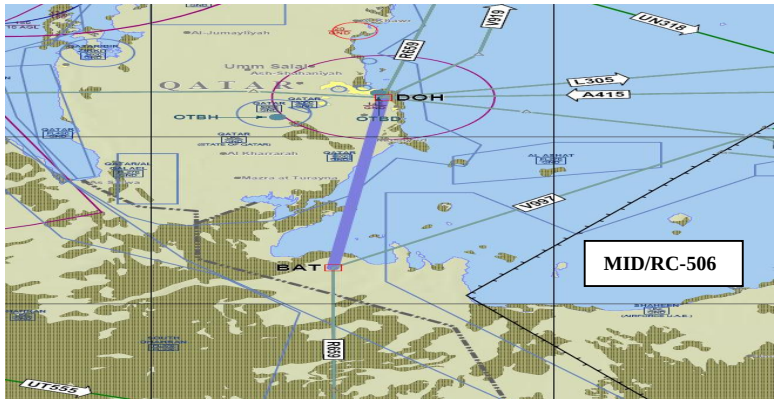
Conclusions/Remarks	**Saves 10NM per flight**		**Last updated**	



MID/RC-506	**ATS Route Name:** Establishing a missing segment on R659	**Entry-Exit:** DOH-BAT	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/2	

Route Description A direct segment on an airway that was compensated for by a dog leg B415 BUNDU V997 BAT	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Bahrain, Qatar, United Arab Emirates	*ASAP*				
Flight Level Band:						
Potential City Pairs: OTBD to HSSS, OEJN, OYSN (Qatar to Southern and Western Arabian Peninsula, Sudan, West Africa, South America)						

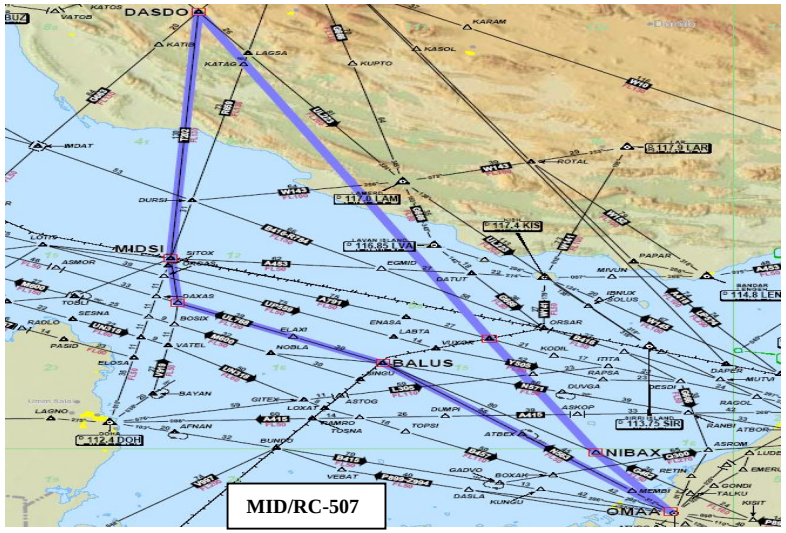
Conclusions/Remarks	Saving 62 miles per flight		**Last updated**	



MID/RC-507	**ATS Route Name:** New Route	**Entry-Exit:** ADV / DASDO	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/2	

Route Description A northbound airway that will avoid a dog leg via DARAX or MIDSI.	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Bahrain Iran UAE					
Flight Level Band: Upper						
Potential City Pairs: OMAA to Iran, Europe & North America						

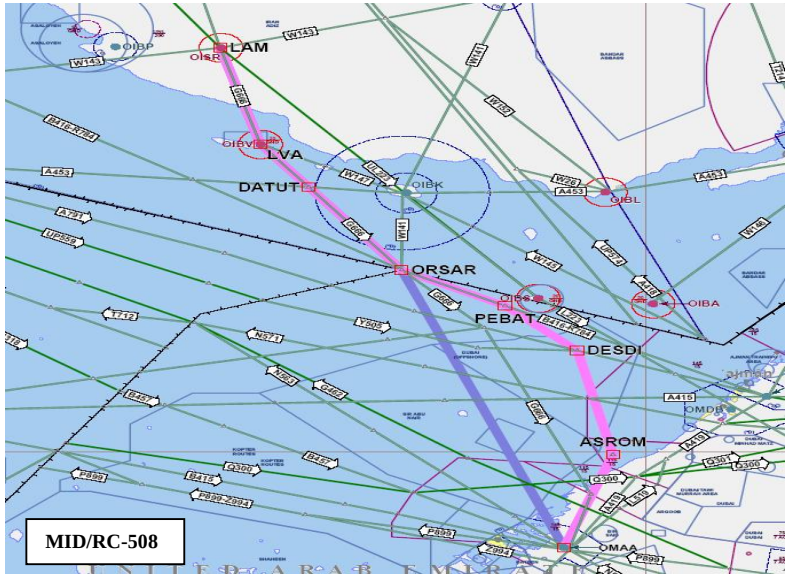
Conclusions/Remarks	Saving 39 miles, 20 flts/day, 48 Tons of CO2 daily		**Last updated**	



MID/RC-508	**ATS Route Name:** New Route	**Entry-Exit:** ORSAR / ADV	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/2	

Route Description Southbound airway to avoid the detour	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Iran UAE					
Flight Level Band: Upper						
Potential City Pairs: OMAA to Iran, Europe & North America						

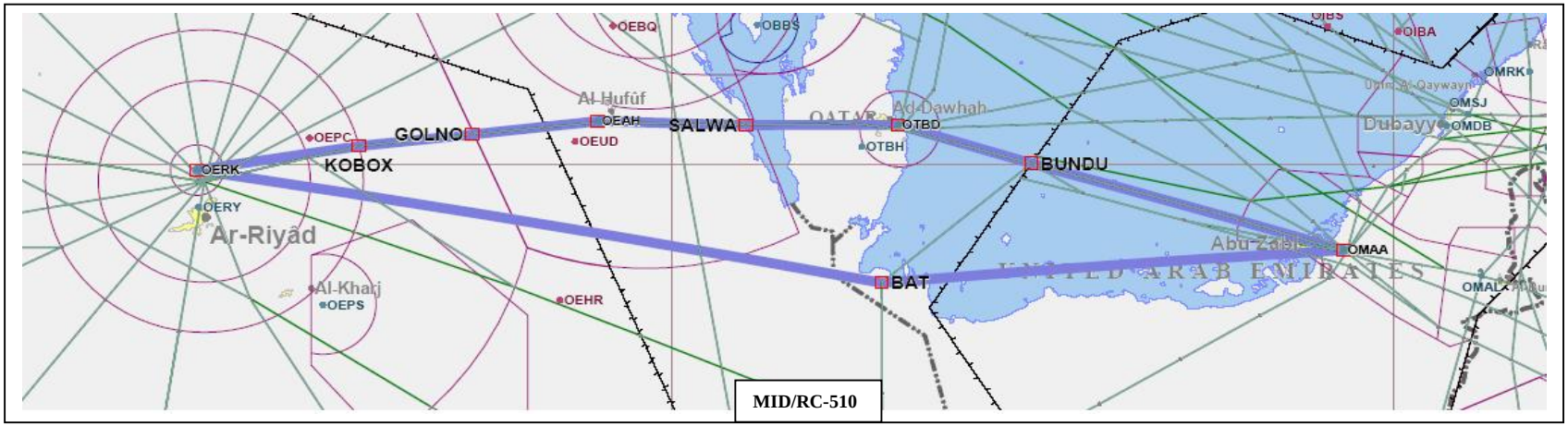
Conclusions/Remarks	Saves 18 miles /flt, 20 flts/day 13320 Kg of CO2 daily.		**Last updated**	



MID/RC-510	**ATS Route Name:** New Route	**Entry-Exit:** ADV-BAT-KIA	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/2	

Route Description Quicker route than previous to RUH	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Bahrain, Saudi Arabia, United Arab Emirates					
Flight Level Band: Upper						
Potential City Pairs: OMAA to GMMN, HECA, HSSS, OEJN, OERK						

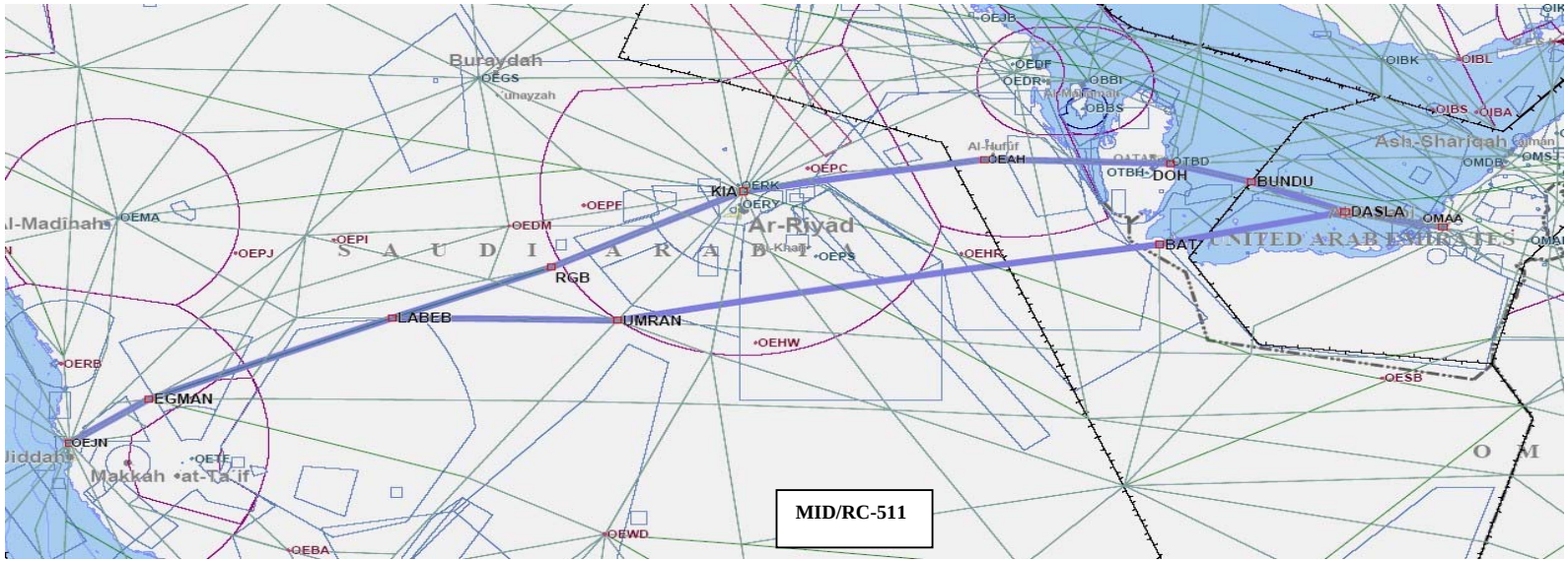
Conclusions/Remarks	Saves 6 miles, 10 daily flights 7750Kg of CO2 daily.		**Last updated**	



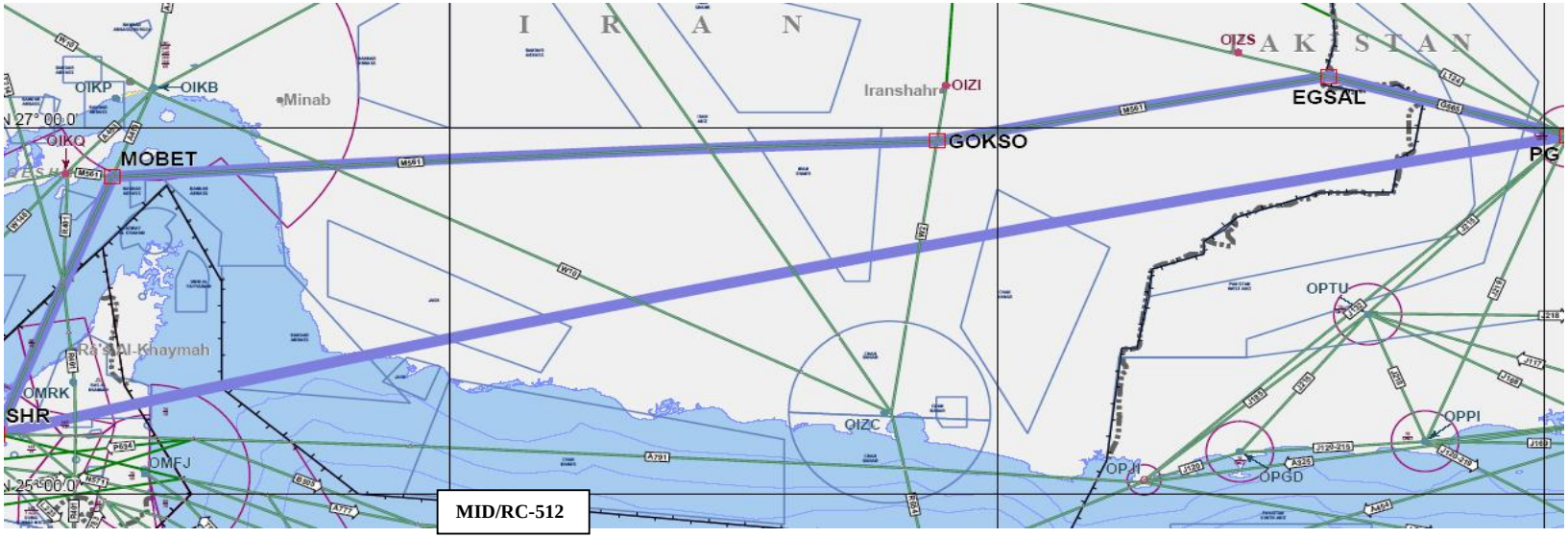
MID/RC-511	**ATS Route Name:** New Route	**Entry-Exit:** ADV/BAT/DEBAS	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/2

Route Description Link routes to JED and beyond	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Bahrain, Saudi Arabia, UAE					
Flight Level Band: Upper						
Potential City Pairs: OMAA to HSSS, OEJN						

Conclusions/Remarks	Saving 16 Miles, 12 daily flts, 20081 Kg of CO2 daily		**Last updated**	



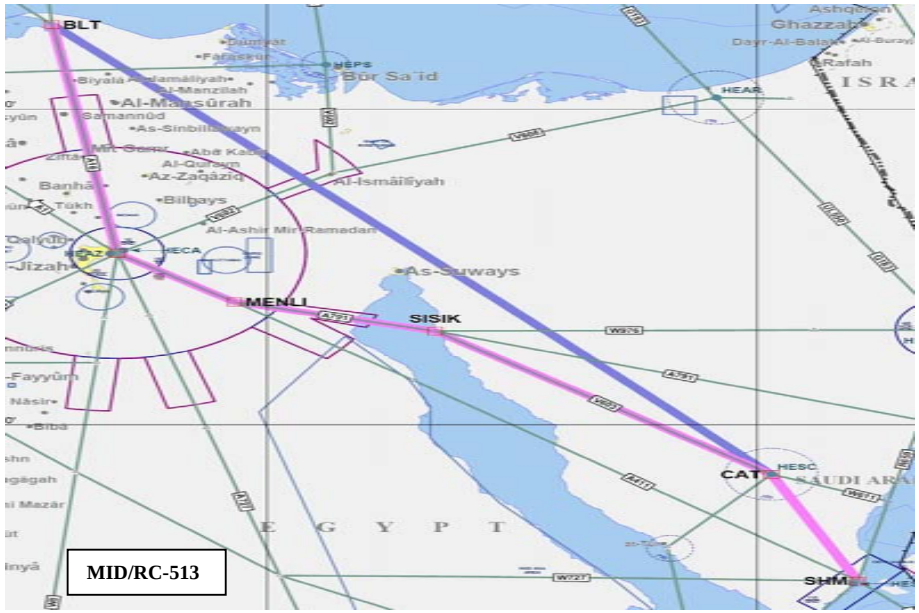
MID/RC-512	**ATS Route Name:** New Route	**Entry-Exit:** SHR-PG	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/2	
Route Description Benefits for flights from AUH to Northern Pakistan and Far east		**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**		**Action Taken / Required**		**Deadline for each Action**
		Iran, Oman, Pakistan, UAE							
Flight Level Band: Upper									
Potential City Pairs: OMAA, OMDB, OMSJ to Pakistan and eastwards									
Conclusions/Remarks	Saves 49miles, 12 daily flights, 22432 Kg of CO2						**Last updated**		



MID/RC-513	**ATS Route Name:** New Route	**Entry-Exit:** BALTIM-SHM	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/2	

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
New Route BALTIM to SHM	Egypt					
Flight Level Band: Upper						
Potential City Pairs: Arabian Peninsula to Europe						

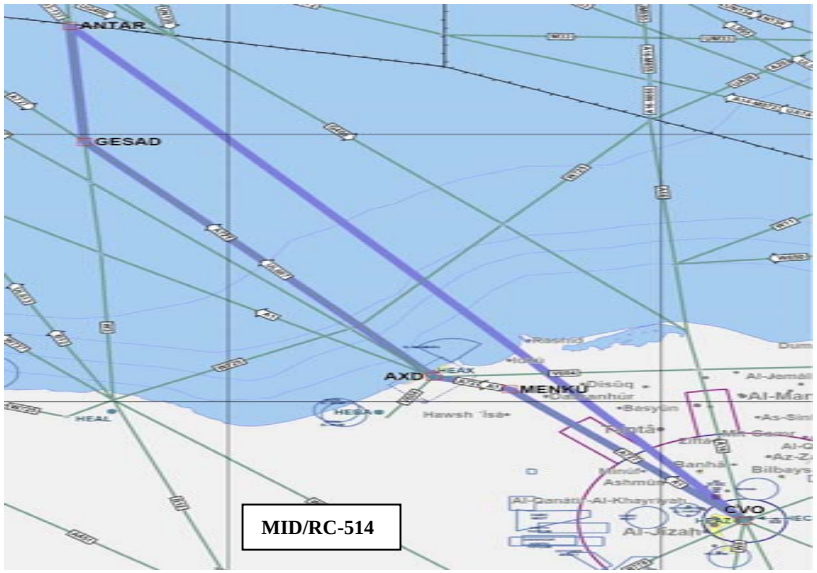
Conclusions/Remarks	Saves 24 miles / Flt		**Last updated**	



MID/RC-514	**ATS Route Name:** New Route	**Entry-Exit:** CVO-ANTAR	**Inter-Regional Cross Reference if any**		**Users Priority**	**Originator of Proposal**	IATA
						Date of Proposal	ARN TF/2

Route Description Cairo TO ANTAR	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Egypt					
Flight Level Band: Upper						
Potential City Pairs: HECA and Arabian Peninsula to Europe						

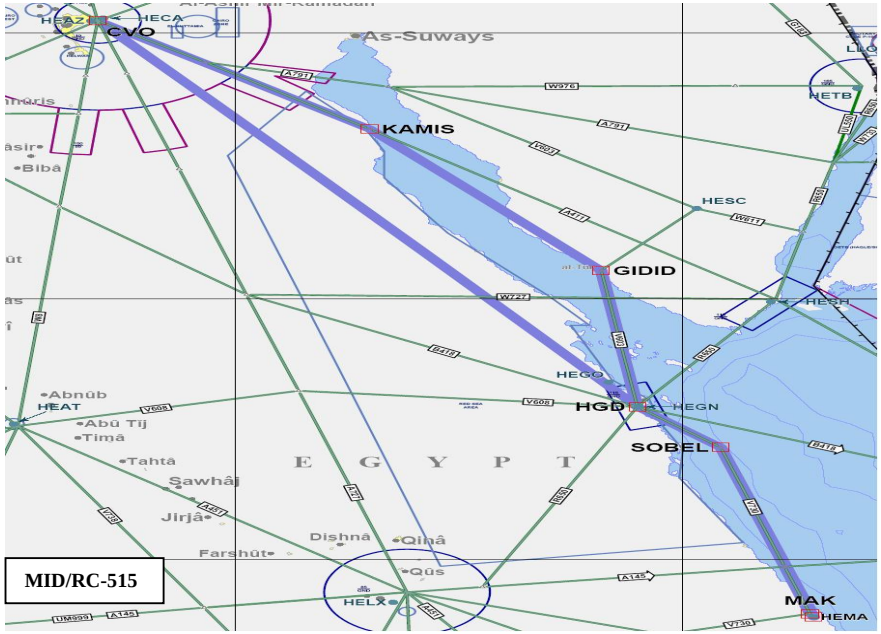
Conclusions/Remarks	Saves 13 minutes		**Last updated**	



MID/RC-515	**ATS Route Name:** New Route	**Entry-Exit:** HEMA-CVO	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/2	

Route Description MAK-CVO	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Egypt					
Flight Level Band: Upper						
Potential City Pairs: Northwestern Red Sea to HECA and Europe						

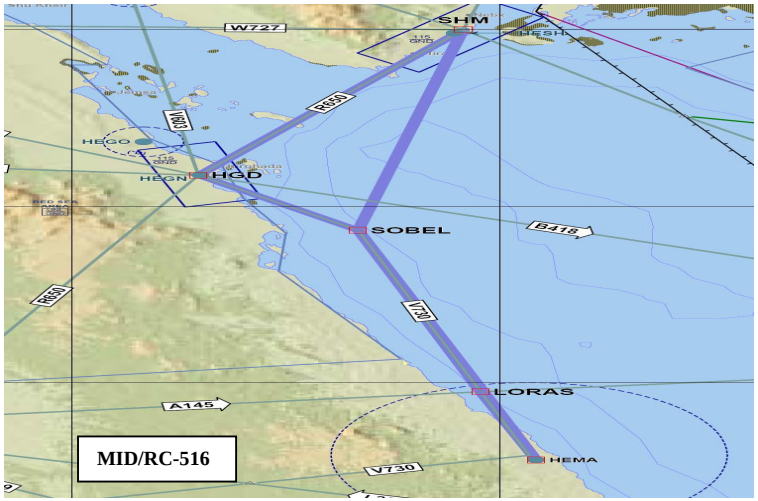
Conclusions/Remarks	Saves 9 miles		**Last updated**	



MID/RC-516	**ATS Route Name:** New Route	**Entry-Exit:** HEMA-SHM	**Inter-Regional Cross Reference if any**		**Users Priority**	**Originator of Proposal**	IATA
						Date of Proposal	ARN TF/2

Route Description HEMA-SHM	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Egypt					
Flight Level Band: Upper						
Potential City Pairs: HESH, Eastern Mediterranean, Europe to Western Red Sea Coast						

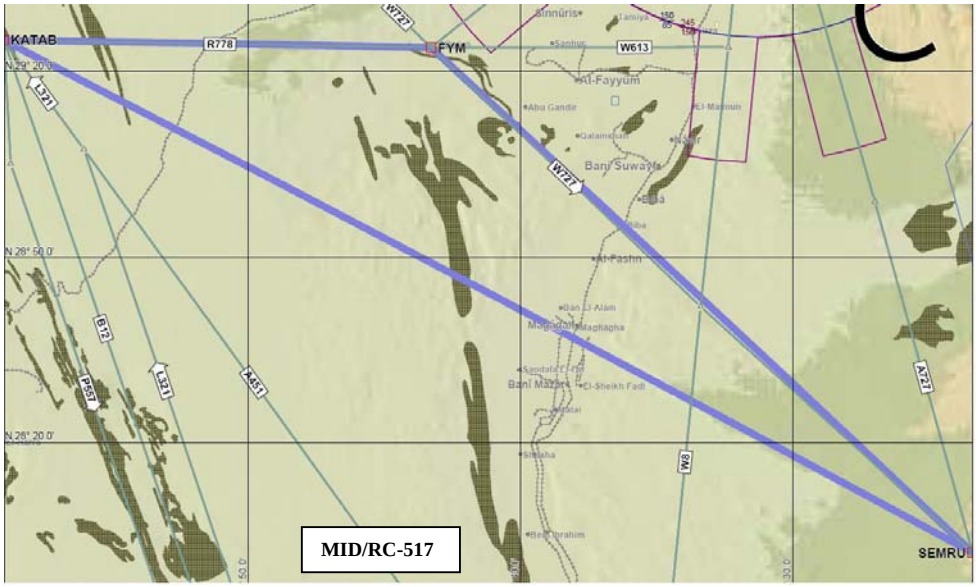
Conclusions/Remarks	Saves 17 miles		**Last updated**	



MID/RC-517	**ATS Route Name:** New Route	**Entry-Exit:** KHATAB-SEMRU	**Inter-Regional Cross Reference if any**		**Users Priority**	**Originator of Proposal**	IATA
						Date of Proposal	ARN TF/2

Route Description KATAB-SEMRU	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Egypt					
Flight Level Band: Upper						
Potential City Pairs: Arabian Peninsula to North Africa						

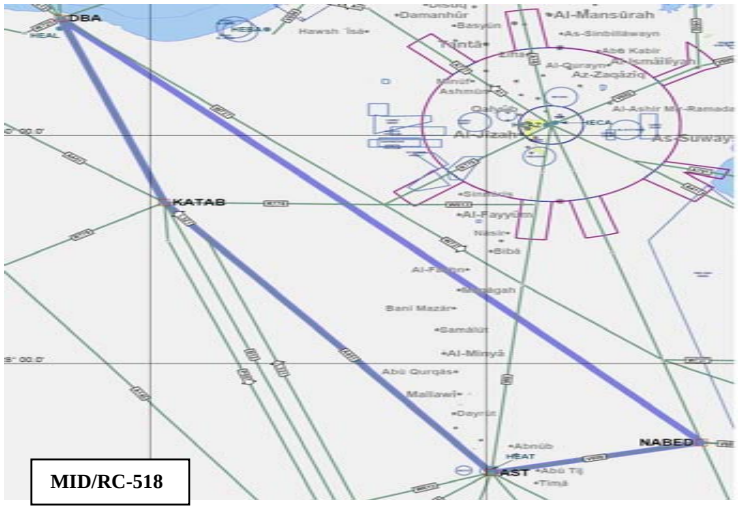
Conclusions/Remarks	Saves 11 Miles		**Last updated**	



MID/RC-518	**ATS Route Name:** New Route	**Entry-Exit:** NADEB-DBA	**Inter-Regional Cross Reference if any**		**Users Priority**	**Originator of Proposal**	IATA
						Date of Proposal	ARN TF/2

Route Description NADEB-DBA	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Egypt					
Flight Level Band: Upper						
Potential City Pairs: Arabian Peninsula to Europe						

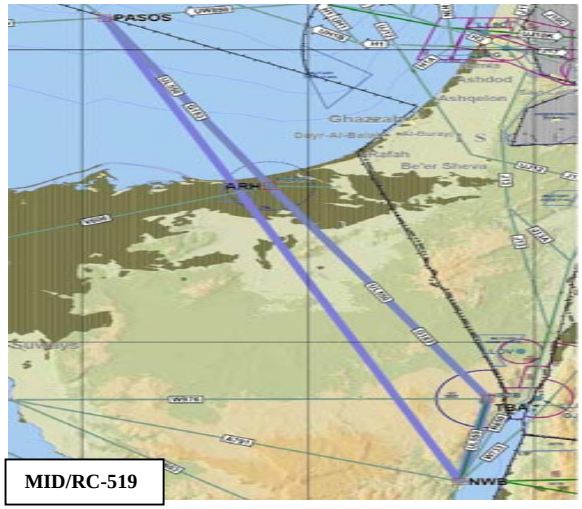
Conclusions/Remarks	Saves 47 Miles		**Last updated**	



MID/RC-519	**ATS Route Name:** New Route	**Entry-Exit:** PASOS-NWB	**Inter-Regional Cross Reference if any**		**Users Priority**	**Originator of Proposal**	IATA
						Date of Proposal	ARN TF/2

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Egypt					
Flight Level Band: Upper						
Potential City Pairs: Arabian Peninsula to Egypt						

Conclusions/Remarks	Saves 7 Miles		**Last updated**	

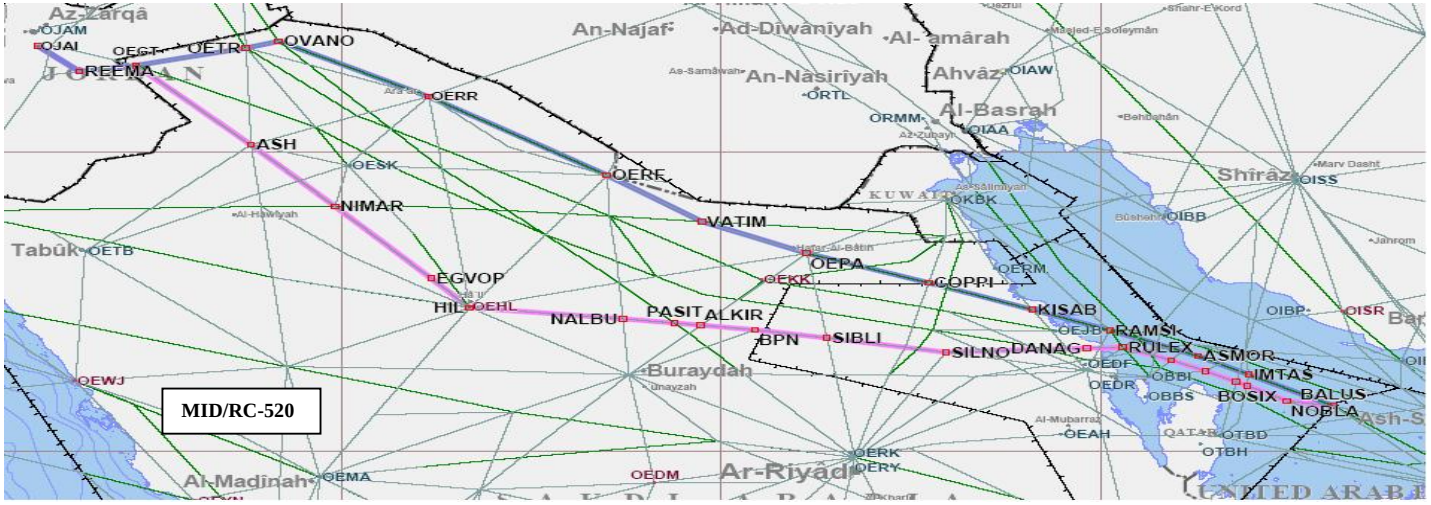


MID/RC-519

MID/RC-520	**ATS Route Name:** New Route	**Entry-Exit:** BALUS-OJAI	**Inter-Regional Cross Reference if any**		**Users Priority**		**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/2	

Route Description BALUS OJAI	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken / Required**	**Deadline for each Action**
	Bahrain, Jordan, Saudi Arabia					
Flight Level Band: Upper						
Potential City Pairs: OBBI, OMAA, OMDB, OMSJ to OJAI, OLBA, OSDI, Turkey, Europe						

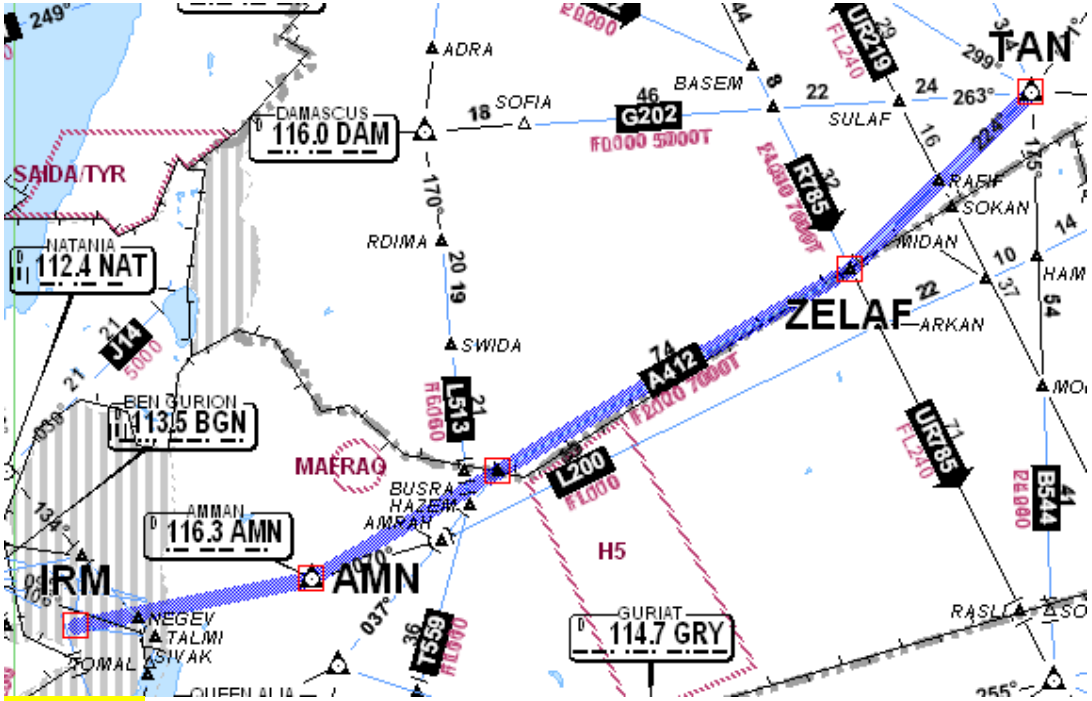
Conclusions/Remarks	Saves 38 miles		**Last updated**	



MID/RC-901 ***(ex A412)***	**ATS Route Name:** New Route	**Entry-Exit:** JERUSALEM TANF	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	MIDANPIRG/10

Route Description		**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
JERUSALEM AMMAN ZELAF 3257.0N 03800.0E TANF		*(FIRs Concerned)* Amman Damascus Tel-Aviv					
Flight Level Band:							
Potential City Pairs:							

Conclusions/Remarks			**Last updated**	

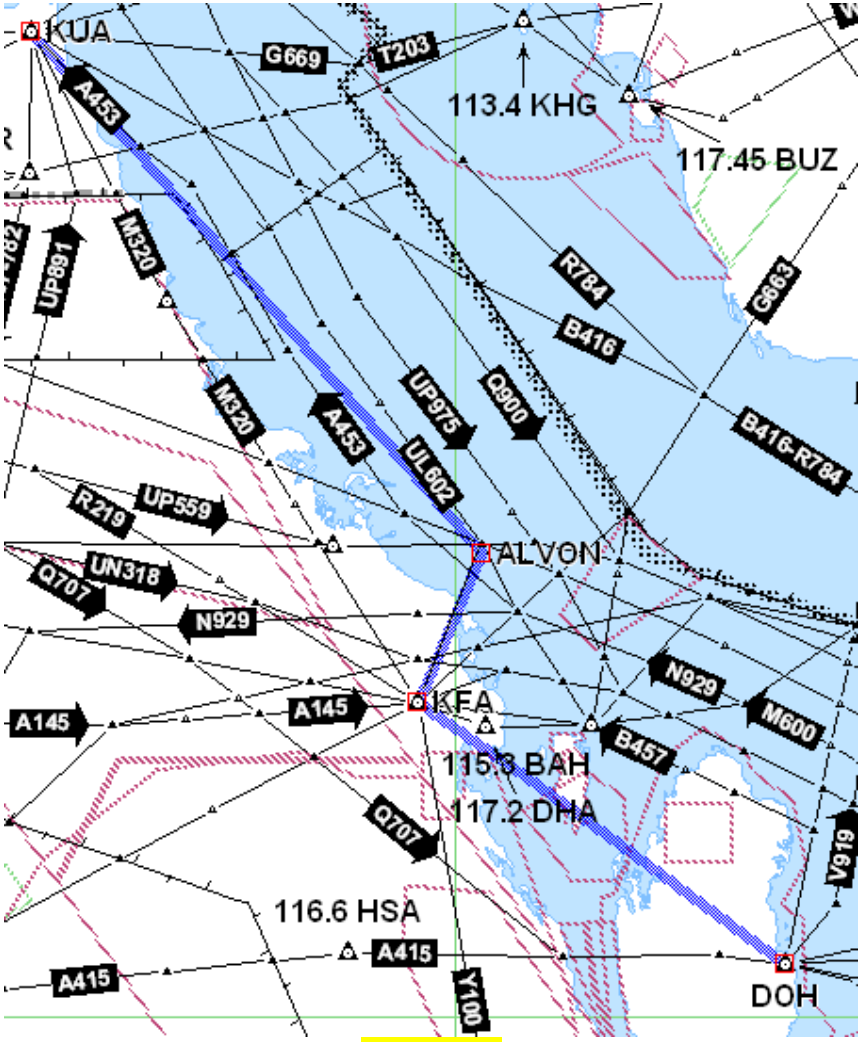

DAMASCUS
116.0 DAM
SAIDA/TYR
NATANIA
112.4 NAT
BEN GURION
113.5 BGN
AMMAN
116.3 AMN
IRM
AMN
MAERAO
ADRA
SOFIA
BASEM
SULAF
RASIF
SOKAN
MIDAN
ARKAN
ZELAF
RDIMA
SWIDA
BUSRA
HAZEM
AMRAH
NEGEV
TALMI
SIVAK
TOMAL
H5
GURIAT
114.7 GRY
G202
R785
A412
L513
L200
T568
UR219
UR785
J14
B544
TAN

MID/RC-901

MID/RC-902 ***(ex B419)***	**ATS Route Name:** New Route	**Entry-Exit:** DOH-KUA	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/2

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
[DOHA] [KING FAHD] * Note3 (OB, OT) ALVON 2700.2N 05007.2E ~~SELEG 2801.5N 04922.2E~~ KUWAIT	Qatar Bahrain Jeddah Kuwait					
Flight Level Band:						
Potential City Pairs:						

Conclusions/Remarks	Military restrictions. Saudi Arabia is ready to implement.	**Last updated**	

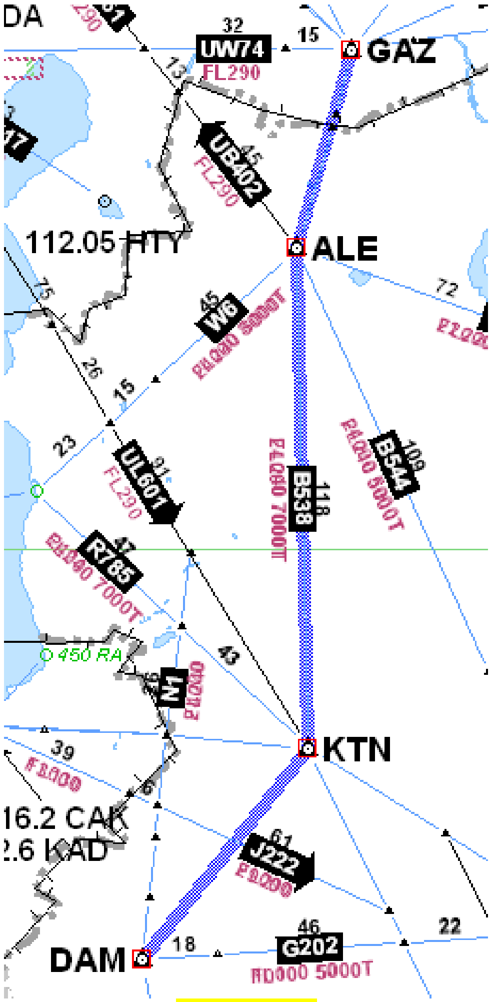

KUA
G669
T203
A453
113.4 KHG
117.45 BUZ
UP891
M320
R784
G663
B416
M320
A453
UP975
Q900
UL602
B416-R784
R219
UP559
ALVON
UN318
Q707
N929
N929
M600
A145
A145
KEA
B457
115.3 BAH
117.2 DHA
Q707
V919
116.6 HSA
A415
A415
Y100
DOH

MID/RC-902

MID/RC-903 ***(ex B538)***	**ATS Route Name:** New Route	**Entry-Exit:** GAZIANTEP DAMASCUS	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	MIDANPIRG/10

Route Description		**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
(GAZIANTEP) ALEPPO KARIATAIN DAMASCUS		Syria					
Flight Level Band:							
Potential City Pairs:							

Conclusions/Remarks	Segment GAZIANTEP-ALEPPO implemented (B544)		**Last updated**	

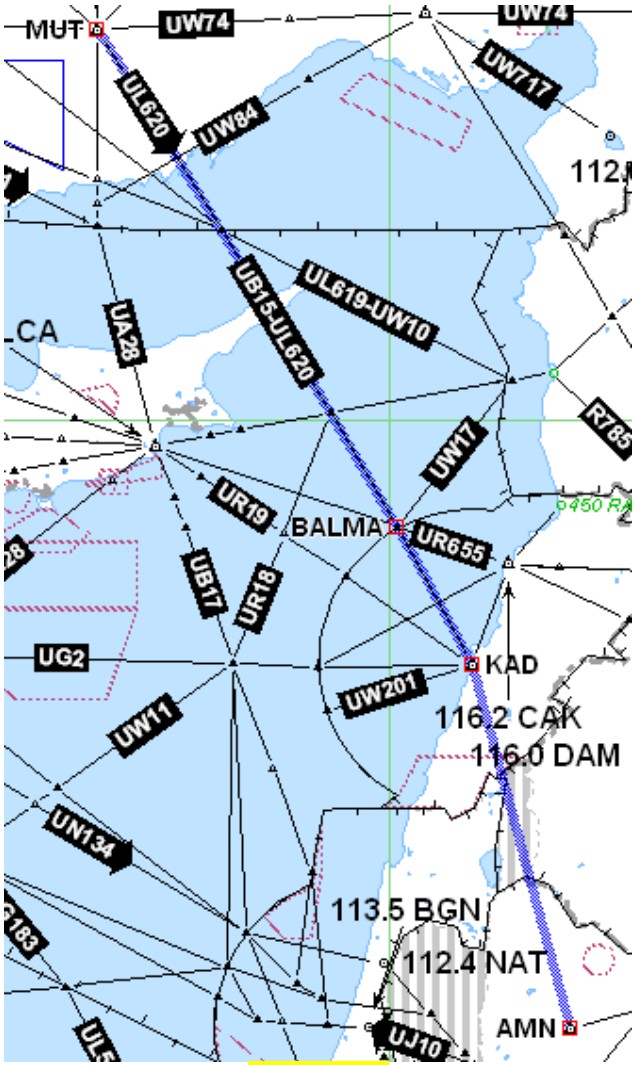

GAZ
UW74
FL290
UB402
ALE
112.05 HTY
W6
B538
B544
UL601
R785
450 RA
M1
KTN
J222
16.2 CAK
G202
DAM

MID/RC-903

MID/RC-904 ***(ex B545)***	**ATS Route Name:** New Route	**Entry-Exit:** BALMA-AMMAN	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	MIDANPIRG/10

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
(MUT) BALMA 3428.9N 035 3.0E KHALDEH AMMAN	Amman Beirut Ankara					
Flight Level Band:						
Potential City Pairs:						

Conclusions/Remarks		**Last updated**	

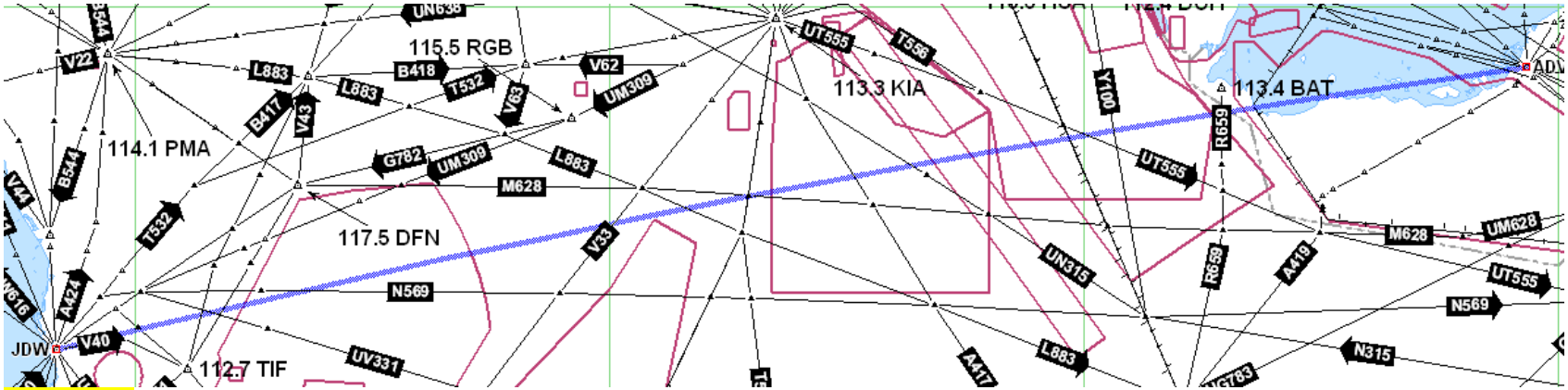

MUT
UW74
UL620
UW84
UW717
112.1
UB15-UL620
UL619-UW10
UA28
LCA
R785
UW17
UR19
BALMA
UR655
UB17
UR18
UG2
KAD
UW201
116.2 CAK
116.0 DAM
UW11
UN134
113.5 BGN
112.4 NAT
AMN
UJ10

MID/RC-904

MID/RC-905 *(ex G660)*	**ATS Route Name:** New Route	**Entry-Exit:** JDW-ADV	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	MIDANPIRG/10

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
KING ABDULAZIZ ABU DHABI * Note3 (OE, OM)	Saudi Arabia Bahrain UAE					
Flight Level Band:						
Potential City Pairs:						

Conclusions/Remarks	Military restrictions		**Last updated**	

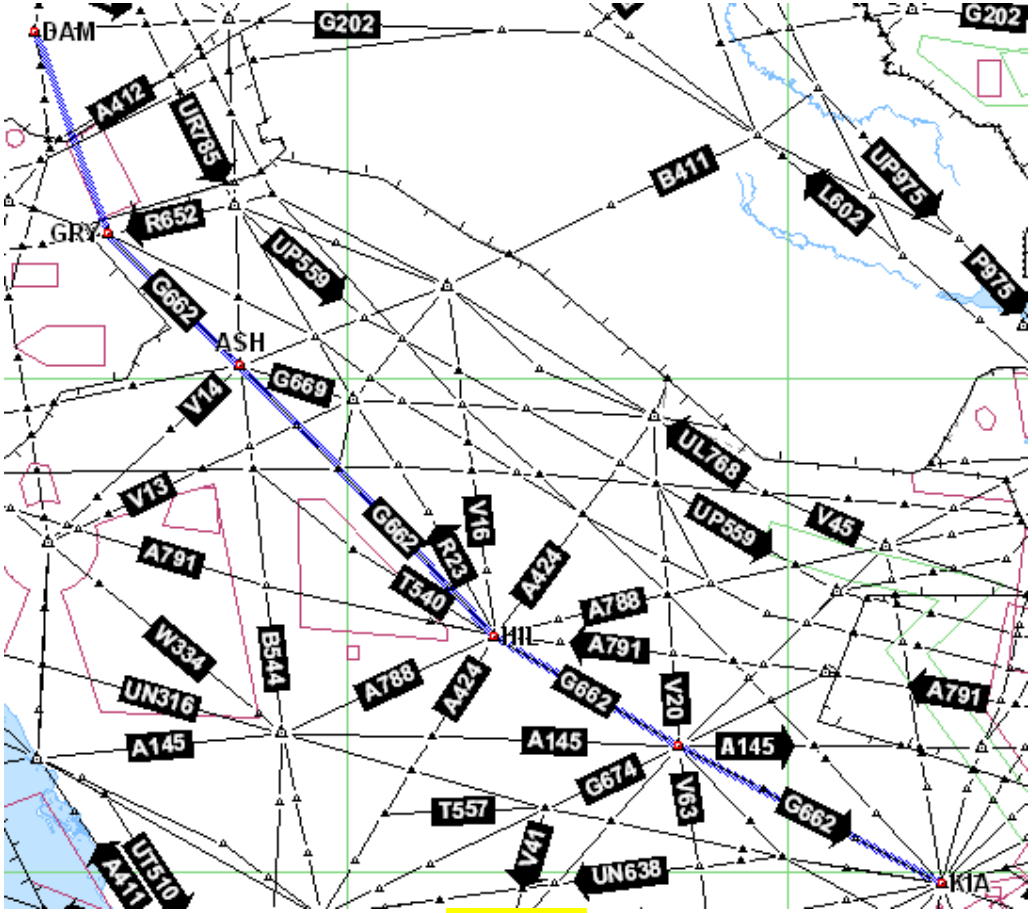


MID/RC-905

MID/RC-906 *(ex G662)*	**ATS Route Name:** New Route	**Entry-Exit:** DAM-KIA	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	MIDANPIRG/10

Route Description		**States Concerned**	**Expected Implemen-tation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
[DAMASCUS] [GURIAT] AL SHIGAR HAIL GASSIM KING KHALID		Syria Amman					
Flight Level Band:							
Potential City Pairs:							

Conclusions/Remarks			**Last updated**	

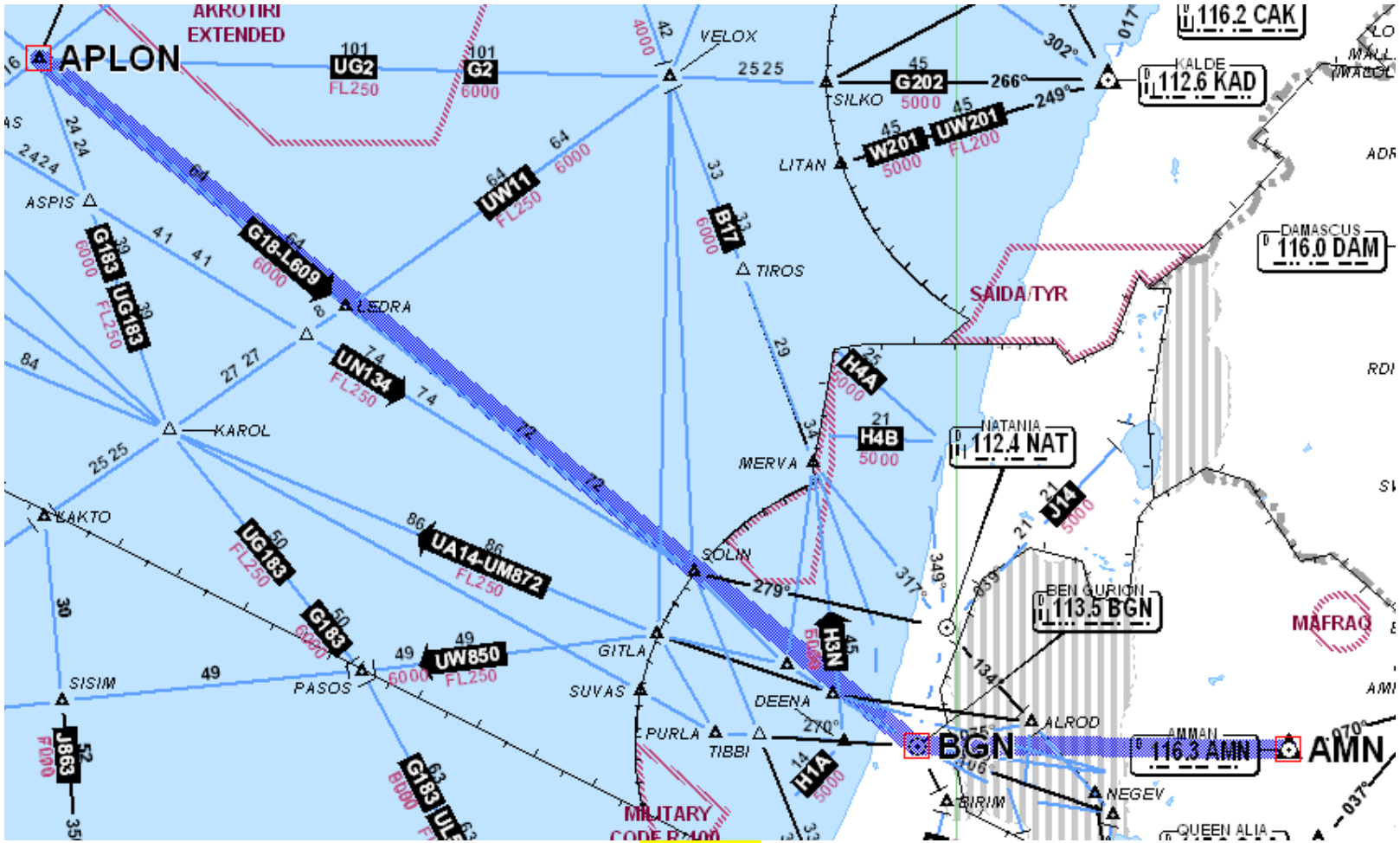

DAM
GRY
ASH
HIL
KIA
G202
A412
UR785
R652
B411
L602
UP975
P975
UP559
G662
G669
V14
V13
UL768
V45
V16
R23
T540
A424
A788
A791
W334
B544
UN316
A145
G674
V20
V63
T557
V41
UN638
UT510
A411

MID/RC-906

MID/RC-907 ***(ex G664)***	**ATS Route Name:** New Route	**Entry-Exit:** APLON-AMMAN	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	MIDANPIRG/10

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
APLON 3352.0N 03204.0E BEN GURION AMMAN	Amman Tel-Aviv					
Flight Level Band:						
Potential City Pairs:						

Conclusions/Remarks		**Last updated**	

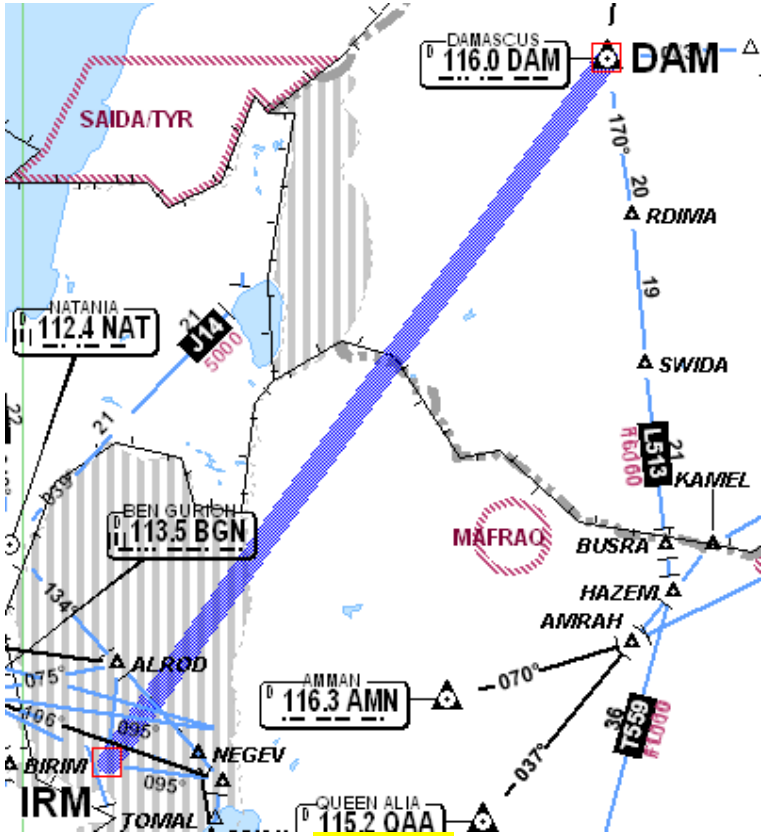

AKROTIRI
EXTENDED
APLON
UG2
FL250
G2
6000
VELOX
2525
SILKO
G202
5000
266°
249°
W201
UW201
FL200
116.2 CAK
KALDE
112.6 KAD
LITAN
ASPIS
G183
UG183
G18-L609
LEDRA
UW11
FL250
B17
TIROS
SAIDA/TYR
DAMASCUS
116.0 DAM
UN134
KAROL
H4A
H4B
5000
NATANIA
112.4 NAT
MERVA
J14
LAKTO
UG183
UA14-UM872
SOLIN
279°
BEN GURION
113.5 BGN
MAFRAQ
GITLA
H24
SISIM
PASOS
UW850
SUVAS
DEENA
ALROD
PURLA
TIBBI
H14
BGN
AMMAN
116.3 AMN
AMN
J863
BIRIM
NEGEV
QUEEN ALIA
MILITARY

MID/RC-907

MID/RC-908 ***(ex R653)***	**ATS Route Name:** New Route	**Entry-Exit:** JERUSALEM DAMASCUS	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	MIDANPIRG/10

Route Description		**States Concerned**	**Expected Implemen-tation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
JERUSALEM RAMTHA DAMASCUS		Damascus Tel-Aviv					
Flight Level Band:							
Potential City Pairs:							

Conclusions/Remarks			**Last updated**	

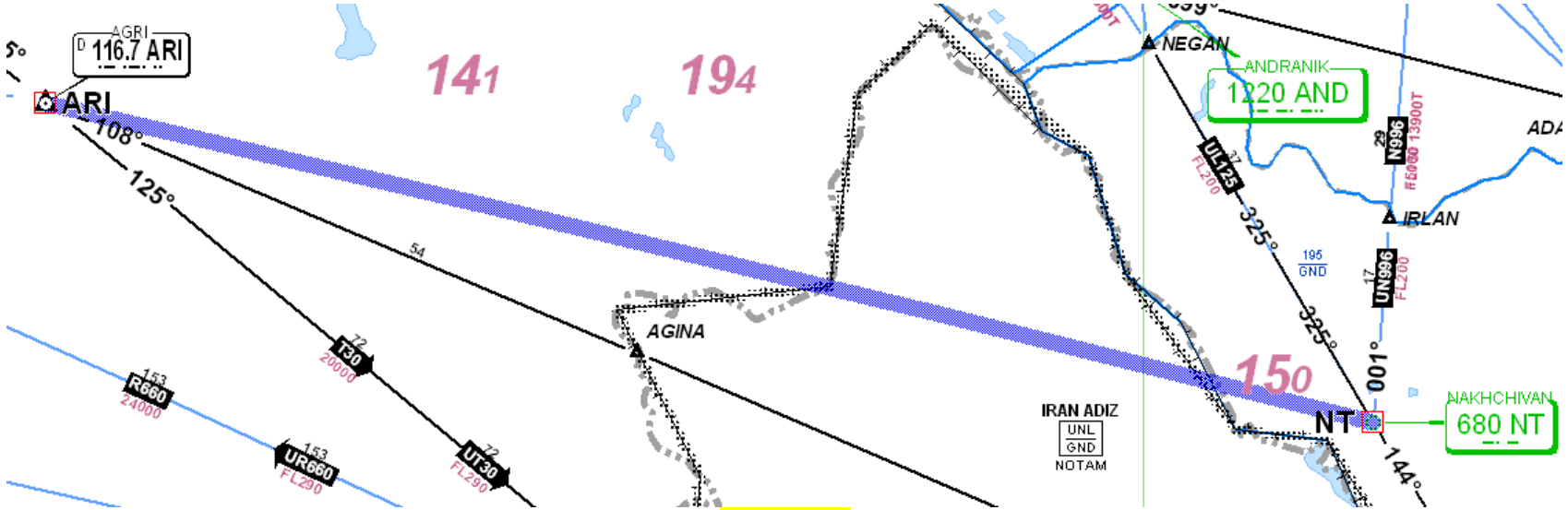

DAMASCUS
116.0 DAM
DAM
SAIDA/TYR
170°
20
RDIMA
19
SWIDA
NATANIA
112.4 NAT
J11
5000
21
L513
KAMEL
MAFRAQ
BUSRA
BEN GURION
113.5 BGN
HAZEM
AMRAH
134°
ALROD
075°
070°
AMMAN
116.3 AMN
106°
095°
NEGEV
BIRIM
IRM
TOMAL
037°
QUEEN ALIA
115.2 QAA

MID/RC-908

MID/RC-909	**ATS Route Name:** New Route	**Entry-Exit:** ARI (Agri) NT (Nakhchivan)	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	Turkey (2002)
							Date of Proposal	MIDANPIRG/10

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
ARI (Agri) AAAAA (TUR/IRN BDRY) BBBBB (IRN/AZE BDRY) NT (Nakhchivan)	Turkia Iran Yerevan (AZE)					
Flight Level Band:						
Potential City Pairs:						

Conclusions/Remarks			**Last updated**	

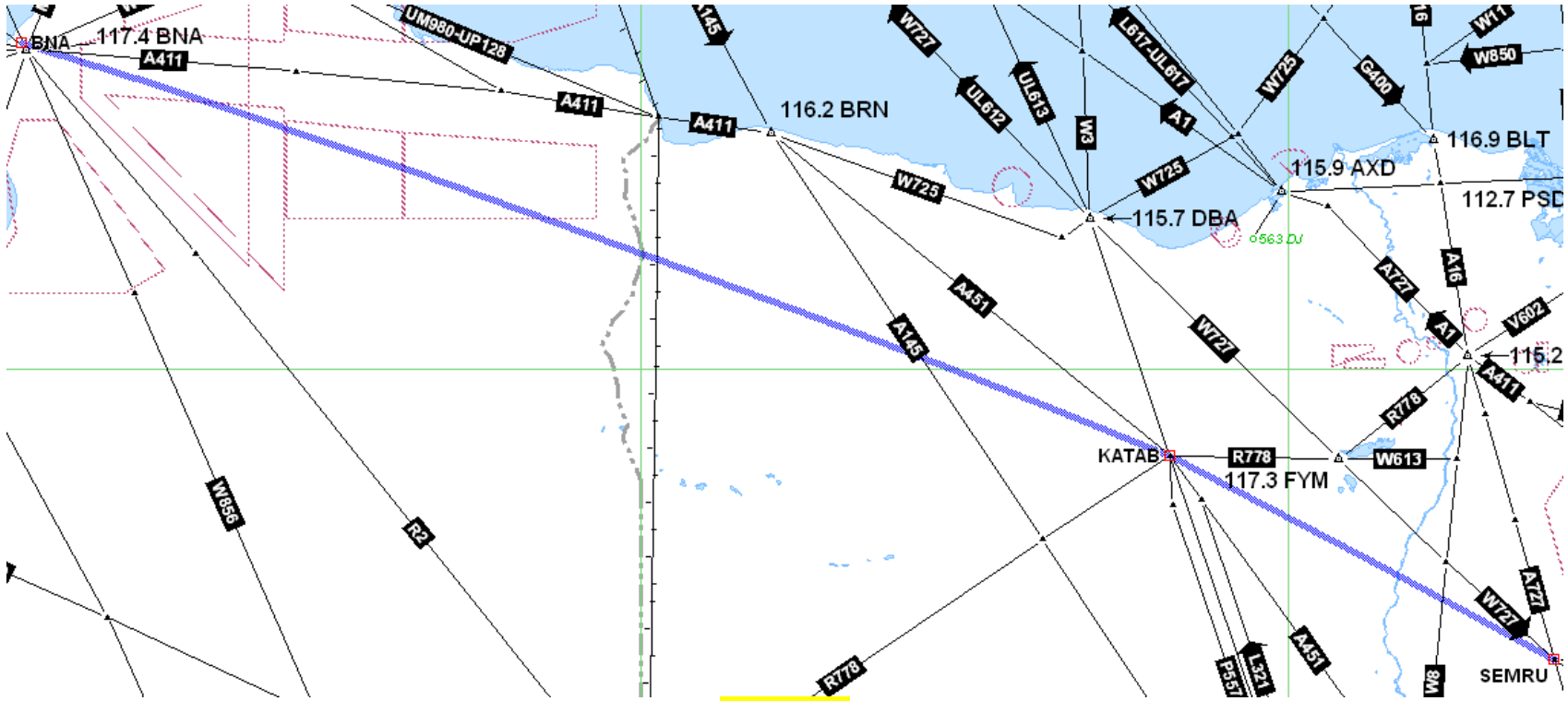


MID/RC-909

MID/RC-910	**ATS Route Name:** New Route	**Entry-Exit:** BNA-KATAB-SEMRU	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
BNA (N32 07.5 E020 15.2) – KATAB (N29 25.0 E029 05.1) – SEMRU (N28 02.0 E032 03.1)			New ATS route.		For future consideration	
Flight Level Band: FL290 – FL410						
Potential City Pairs: CMN/ALG/TUN/TIP-DOH						

Conclusions/Remarks	This AWY would save considerable track miles BNA – KATAB – SEMRU Libya FIR to Egypt FIR		**Last updated**	ARN TF/1, July 2008


BNA
117.4 BNA
A411
UM980-UP128
A411
A411
116.2 BRN
W725
UL612
UL613
W3
L617-UL617
A1
W725
G400
W725
116.9 BLT
115.9 AXD
112.7 PSD
115.7 DBA
A451
A145
W725
A721
A16
A1
V602
115.2
A411
R778
KATAB
R778
W613
117.3 FYM
W856
R2
R779
A721
W725
A451
P537
L321
W8
SEMRU

MID/RC-910

MID/RC-911	ATS Route Name: New route	Entry-Exit: DELMA-A145	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	IATA
							Date of Proposal	ARN TF/1

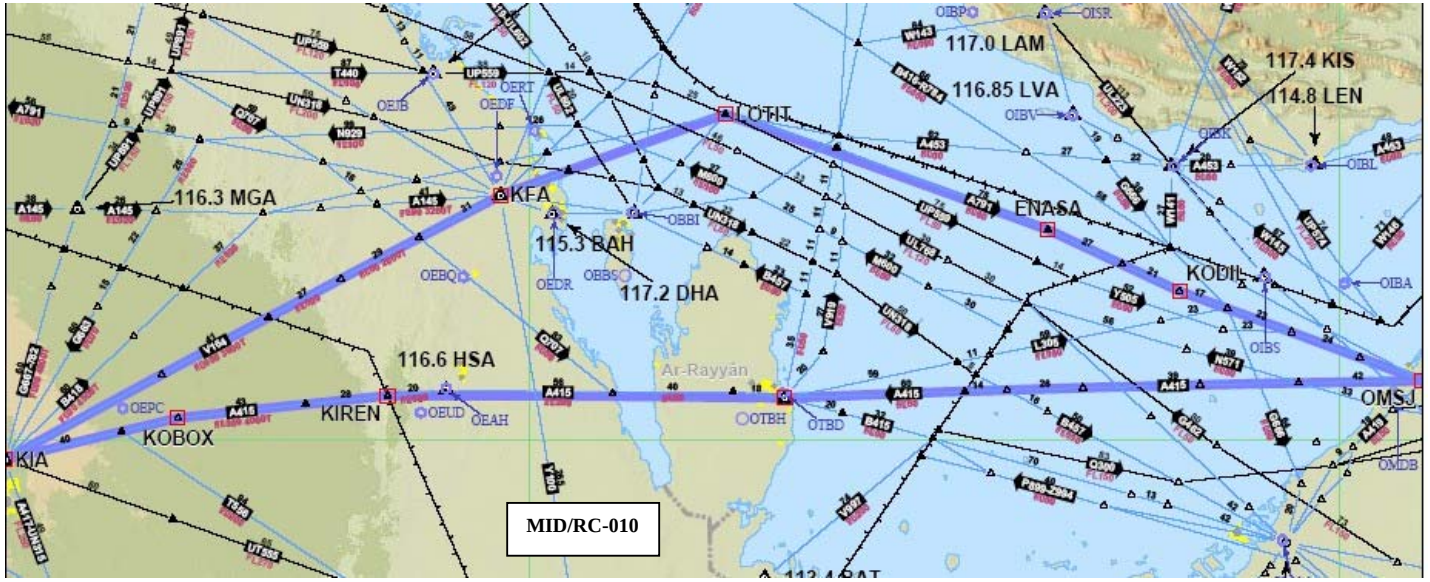
Route Description	States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
From DELMA in the CAI FIR a route to point DDDDD on B544 18NMs south of UA791 (SOBAS) and crosses: CAI-JED FIR Boundary at AAAAA, 33 NMs south of KITOT V54 at BBBBB, 13 NMs south of TBK, W334 at CCCCC, 31 NMs south-east of TBK from DDDDD to FFFFF on A424 18 NMs south of UA791(HIL) and crosses: A788 at EEEEE 31 NMs south-west of HIL from FFFFFto MGA on A145 ad crosses: G662 at GGGGG, 47 NMs south-east of HIL V20 at HHHHH, 24 NMs south of NALBU B417 at IIIII, 20 NMs south-west of RARLO W333 at JJJJJ, 10 NMs south-west of SERPU UT503 at KKKKK, 9 NMs south-east of SERPU, and W23 at LLLLL, 36 NMs south of SIBLI from MGA, the route continues normally on A145.	Egypt Saudi Arabia				- Egypt and Saudi Arabia will consider the proposal for future. Parallel to A791/A145	
Flight Level Band: Upper Airspace						
Potential City Pairs:						

Conclusions/Remarks		Last updated	ARN TF/1, July 2008

MID/RC-010	**ATS Route Name:** V164	**Entry-Exit:**	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
V164-King Khaled (KIA). King Fahd (KFA) change from uni-direction eastbound to bi-direction.	Bahrain Saudi Arabia				- Bahrain has no objection for FL250 and below between KIA and KFA. ~~- Bahrain will study feasibility of traffic volume that can be permitted to descend below FL250.~~ - Not feasible at the moment - Differed for the future. - Saudi Arabia agrees.	
Flight Level Band:						
Potential City Pairs: For traffic from airports in Gulf region to Riyadh and beyond						

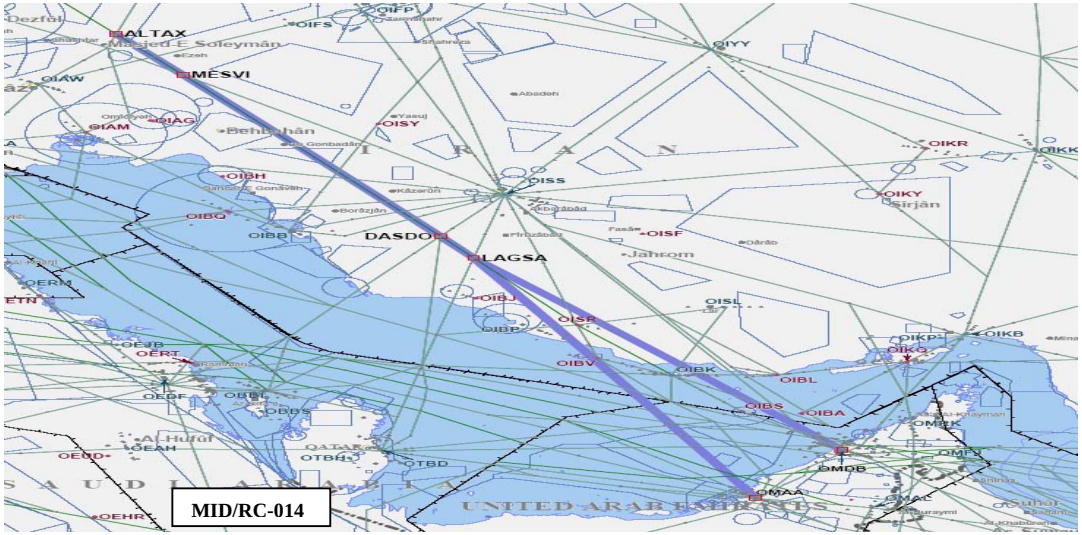
Conclusions/Remarks		**Last updated**	ARN TF/2 – March 09



MID/RC-014	**ATS Route Name:** New Route	**Entry-Exit:** UAE to Iran and beyond	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
New, bi-directional route segments	Iran UAE				- Under consideration by Iran and UAE. States have no plan to implement. - Differed for the future.	TBD
Flight Level Band: Upper Airspace						
Potential City Pairs: UAE to Iran and beyond (unlimited)						

Conclusions/Remarks			**Last updated**	ARN TF/2 – March 09



MID/RC-015	**ATS Route Name:** New airways between Sharjah and Tehran	**Entry-Exit:** LOPEG- DEBES	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA	
							Date of Proposal	ARN TF/1	

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
A new waypoint XXXXX to be created half way between KUMUN and PAPAR i.e. 37 NMs from either point. The old SIDs through LOPEG and DEBES will be re-instated with the difference that alter either point, traffic will proceed to XXXXX instead of PAPAR, distance LOPEG-XXXXX 23 NMs and DEBES-XXXXX 40 NMs					- Already under consideration by Iran and UAE. States have no plan to implement. Differed for the future.	TBD
Flight Level Band:						
Potential City Pairs: Sharjah-Tehran						

Conclusions/Remarks			**Last updated**	ARN TF/2 – March 09

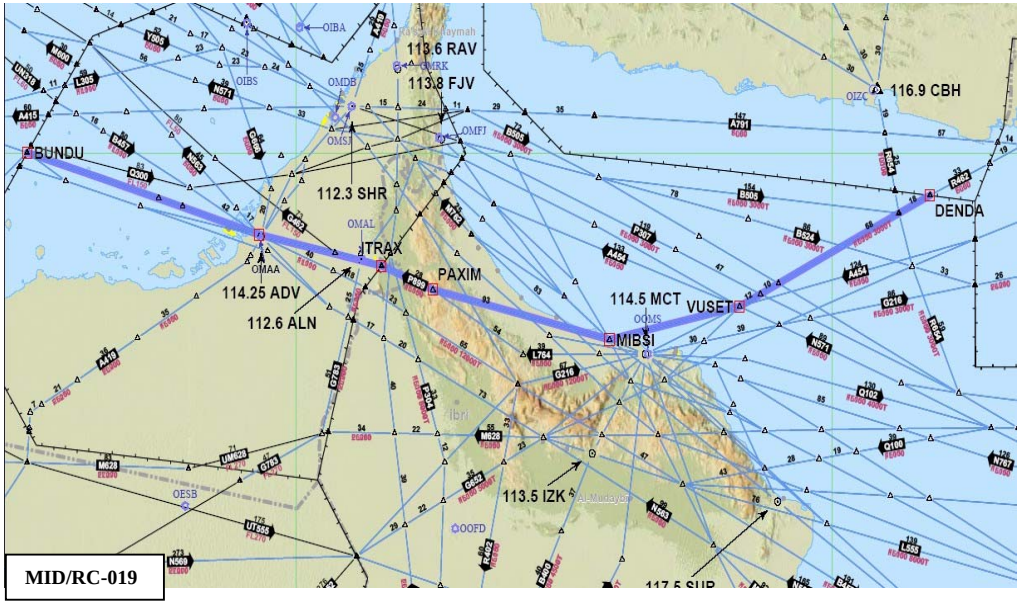

114.8 LEN
113.75 SIR
LOPEG
DEBRS
112.3 SHJ
113.6 RAV
BANDAR ABBAS
DUBAI (OFFSHORE)

MID/RC-015

MID/RC-019	**ATS Route Name:** R462	**Entry-Exit:** DENDA-MIBSI	**Inter-Regional Cross Reference if any**		**Users Priority**	High	**Originator of Proposal**	IATA
							Date of Proposal	ARN TF/1

Route Description	**States Concerned**	**Expected Implementation date**	**Implementation Status**	**ANP Status**	**Action Taken/Required**	**Deadline for each Action**
Request permission to use this AWY for traffic with destination DOHA ~~DENBA~~ DENDA R462 MIBSI P899 BUNDU					- UAE has no objection if Oman agrees. - ICAO will send proposal to Oman. Not feasible due to congestion (safety reasons) Differed for the future.	
Flight Level Band: FL290 to FL410						
Potential City Pairs: SGN, PEK, HKG, PVG, DEL, AMD, KHI, KIX, DAC, KTM-Doha						

Conclusions/Remarks	**Proposal to be send to Oman for response**		**Last updated**	ARN TF/2 – March 09



MID/RC-…..	ATS Route Name:	Entry-Exit:	Inter-Regional Cross Reference if any		Users Priority	High	Originator of Proposal	
							Date of Proposal	

Route Description	States Concerned	Expected Implementation date	Implementation Status	ANP Status	Action Taken/Required	Deadline for each Action
Flight Level Band:						
Potential City Pairs:						

Conclusions/Remarks			Last updated	

REPORT ON AGENDA ITEM 4: RVSM MONITORING AND RELATED TECHNICAL ISSUES

4.1 The meeting was apprised of the outcome of the MID RMA Board/8 and Board/9 meetings, which were held in Abu Dhabi, UAE, from 28 to 29 May 2009 and Beirut, Lebanon, from 13 to 15 October 2009, respectively.

4.2 The meeting recalled that MIDANPIRG/11 reviewed and approved the MID RVSM SMR 2008. It was noted with appreciation that the four safety objectives were met including safety objective#2 related to the overall vertical-collision risk. However, the meeting recalled that concern was raised regarding the unsatisfactory provision of data by States (traffic data, updated aircraft RVSM approvals, Altitude Deviation Reports and Coordination Failure Reports).

4.3 The meeting noted that the MID RMA Board/9 meeting was informed about the problems encountered by the MID RMA in the development of the SMR 2008, in accordance with the action plan developed by the MID RMA Board/8 meeting. Concern was raised regarding the unsatisfactory provision of data by States (traffic data, updated aircraft RVSM approvals, Altitude Deviation Reports and Coordination Failure Reports). The table below reflects the status of provision of FPL/traffic data to the MID RMA:

State	Total flight data received (days)	Total flights recorded	Missing dates	Missing A/C REG
Bahrain	30	24301	0	2.2%
Egypt	30	19229	0	0
Iran	30	10559	0	0
Jordan	30	8555	0	0.02%
Kuwait	30	4057	0	2.68%
Lebanon	30	2949	0	0
Oman	30	22525	0	?
Saudi Arabia	0	0	-	-
Syria	30	9774	~~16,17,18,19,20~~	0.49%
UAE	30	15868	0	?
Yemen	30	3489	0	0
		121306		

4.4 The meeting noted that the MID RMA Board/9 meeting noted that Saudi Arabia has not yet sent the traffic data to the MID RMA. In this regard, it was highlighted that the quality check of the data sent by all the adjacent States to Saudi Arabia, especially in term of continuity, could not be carried out until the MID RMA receives the required data from this State. Accordingly, Saudi Arabia informed the meeting that their traffic data would be sent to the MID RMA before 15 November 2009.

4.5 The meeting noted with appreciation that the missing traffic data related to 16, 17, 18, 19 and 20 June was received from Syria on 10 November 2009.

4.6 The meeting noted the MID RMA concern related to the reporting of Altitude Deviation Reports (ADRs), which is considered one of the most important elements for the development of the Safety Monitoring Reports. In this regard, the meeting shared the concern with the MID RMA and agreed that it's unrealistic that a number of FIRs experiencing high volume of traffic continue to report NIL ADRs since 2007.

4.7 The meeting noted with concern that despite the follow-up actions carried out by both the MID RMA and the ICAO MID Regional Office with a view to update the list of RVSM approved aircraft in the MID Region; a number of States were not providing the required data on a regular basis and timely manner.

4.8 The following Tables present the status of provision of ADRs, CFRs and RVSM Approvals by States for the period January – August 2009:

	JAN. 09			**FEB. 09**			**MAR. 09**			**APR.09**		
	ADR	**CFR**	**RVSM**	**ADR**	**CFR**	**RVSM**	**ADR**	**CFR**	**RVSM**	**ADR**	**CFR**	**RVSM**
Bahrain	NIL	4		NIL	101		1	50	18 Mar	2	49	16 Apr
Egypt	NIL	NIL	19 Jan				NIL	NIL				
Iran	2	3		2	1		NIL	NIL		NIL	NIL	
Jordan	NIL	3		NIL	NIL		NIL	8		NIL	3	
Kuwait			29 Jan									
Lebanon	NIL	NIL		NIL	NIL		NIL	NIL	03 Mar	NIL	NIL	09 Apr
Oman							NIL	4	22 Mar	NIL	4	
Qatar	-	-		-	-		-	-		-	-	
Saudi Arabia	NIL	5	04 Jan	NIL	10		NIL	2		NIL	1	
Syria	NIL	NIL	20 Jan				NIL	NIL		NIL	NIL	
UAE	2	8		2	11		NIL	12	10 Mar	3	11	02 Apr
Yemen	NIL	NIL		NIL	NIL	04 Feb	NIL	2	06 Mar	NIL	NIL	24 Apr

	MAY. 09			**JUN. 09**			**JUL. 09**			AUG.09		
	ADR	**CFR**	**RVSM**	**ADR**	**CFR**	**RVSM**	**ADR**	**CFR**	**RVSM**	ADR	CFR	RVSM
Bahrain	NIL	26		1	5		NIL			NIL	8	
Egypt	NIL	NIL		NIL	NIL	03 Jun	NIL	NIL		NIL	NIL	
Iran	NIL	NIL		NIL	NIL		NIL	NIL		NIL	8	
Jordan	NIL	NIL		NIL	6	23 Jun	NIL	NIL				
Kuwait						23 Jun						
Lebanon	NIL	NIL	17 May	NIL	NIL		NIL	NIL		NIL	NIL	
Oman	NIL	1		NIL	1	16 Jun	NIL	3				
Qatar	-	-	04 May	-	-		-	-		-	-	
Saudi Arabia	NIL	NIL		NIL	NIL		NIL	4		NIL	29	
Syria	NIL	NIL	10 May	1	NIL		4	NIL		3	NIL	
UAE	2	8		NIL	5	23 Jun	1	4	13 Jul	NIL	6	
Yemen	NIL	NIL		2	1	30 Jun	NIL	NIL	10 Jul	NIL	NIL	

4.9 Based on the above, the meeting noted with concern that, with the exception of one or two States, all States are reporting NIL for the ADRs. In this regard, it was highlighted that UAE has already implemented a Safety Management System (SMS) and has a built in function in their ATC/radar system which generates a warning in case of an Altitude deviation exceeding 300 ft. This was the main reason for an efficient reporting of ADRs. The meeting recognized that the culture of reporting safety data should be built gradually in the MID Region and this might take a long time. However, States that have not yet implemented SMS were urged to put in place a formal mechanism for the reporting of ADRs and CFRs, with appropriate procedures and forms and a continuous monitoring.

4.10 With regard to the reporting of RVSM approved aircraft to the MID RMA, the meeting agreed with the outcome of the MID RMA Board/9 meeting that, those aircraft which are not listed in the MID RMA database as having valid RVSM approvals, should be considered as non-RVSM compliant and accordingly, prohibited from entering any RVSM airspace. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/4: AIRCRAFT WITHOUT CONFIRMED RVSM APPROVAL STATUS

That,

a) States and the MID RMA be invited to take necessary measures to ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace;

b) States be urged to report any case of hand-over at an RVSM Flight Level of an aircraft without confirmed RVSM approval status from adjacent ACCs to the ICAO MID Regional Office and the MID RMA; and

c) the MID RVSM Programme Managers monitor and follow up this subject at the national level, in order to ensure the efficient implementation of a) and b) above.

4.11 Based on the above, the meeting underlined the importance of provision of required data to the MID RMA in a timely manner and regular basis and re-iterated MIDANPIRG/11 Conclusion 11/21. The meeting further agreed to propose to MIDANPIRG/12 to close this Conclusion since it will be included in the MID RMA Manual.

Radar Data Recording and Analysis Software (RADAC)

4.12 The meeting recalled that the determination of the frequency of horizontal overlap is an important and rigorous part of the safety assessment activity. In this regard, the meeting recalled that MIDANPIRG/11 supported the decision of the MID RMA Board/7 meeting related to the purchase of the radar data recording and analysis software and agreed accordingly to the following Conclusion:

CONCLUSION 11/19: RADAR DATA RECORDING AND ANALYSIS SOFTWARE

That, considering the importance of availability of radar data for the assessment of the horizontal overlap, the MID RMA, on behalf of MID RMA Member States and in coordination with, Bahrain, Iran, Kuwait, Oman, Saudi Arabia, UAE and Yemen, develop the technical specifications/requirements related to the radar data recording and analysis software and proceed with the purchase of such software as soon as possible.

4.13 The meeting recalled that Bahrain, Kuwait, Oman, Saudi Arabia, UAE and Yemen agreed to provide the MID RMA with radar data, as and when required. It was also recalled that the airspace to the north of Bahrain is one of the most busiest and complex airspace in the whole MID Region. Accordingly, the determination of the frequency of horizontal overlap in this particular airspace represents a worst case scenario.

4.14 The meeting recalled that one of the Recommendations of the SMR-2008 was to measure the frequency of horizontal overlap in other parts of the MID Region, as well. It was highlighted that, in accordance with the Recommendations of the SMR-2008 and MIDANPIRG Conclusion 11/21, and following careful evaluation of the MID Region ATS route network and traffic data, the MID RMA Board/8 meeting agreed that the frequency of horizontal overlap should be determined in a minimum of 4 different locations, namely: Muscat in Oman, HIL in Saudi Arabia, KTN in Syria and TAZ in Yemen. Accordingly, Oman, Saudi Arabia, Syria and Yemen were urged to confirm their approval for the provision of radar data to the MID RMA, for measuring the frequency of horizontal overlap. Furthermore, the meeting noted that it would be even better if radar data could be provided by Jordan over Amman and by Iran over YAZD. In this regard, the meeting noted with appreciation that further to the installation of a radar antenna in Esfahan, the radar coverage in Iran was extended to the south east and YAZD is situated now in an area which is covered by radar (above FL 200).

4.15 The meeting was apprised of the actions carried out by the MID RMA in order to develop/finalize the technical specifications/requirements related to the radar data recording and analysis software and expedite the process of its purchase.

4.16 The meeting noted that further to the MID RMA Board/8 meeting the questionnaire prepared by software vendor “SAAB/COMBITECH” was sent to concerned States (Bahrain, Jordan, Oman, Saudi Arabia and Yemen) in order to be answered by the appropriate radar engineers prior to 15 June 2009.

4.17 Based on the data received from the above States, further coordination has been carried out between “SAAB/COMBITECH” and the radar engineers from Bahrain, Jordan and Saudi Arabia to discuss in detail their Interface Control Documents (ICD) and other related issues/information required for the development of the RADAC software.

4.18 As a result of the above coordination with the concerned States, it was decided that the technical specifications/requirements be based on the radar systems used by Bahrain, Jordan and Saudi Arabia, as follows:

	Bahrain	**Jordan**	**Saudi Arabia**
Radar format	RDIF	Air Cat 500	ASTERIX, cat 34 & 48
Physical I/F	HDLC/RS232	HDLC/RS232	RS232 or Ethernet/UDP
Reference document	CAA paper 87002 with additional information in BAH/SYS/000/ IRS/00003	Thomson CSF no. 39110479-430, rev D	As found in web site: http://www.eurocontrol.int/ asterix/public/ standard_page/documents.html Cat 34 edition 1.27 Cat 48 edition 1.16

4.19 The meeting noted the main milestones and timelines related to the purchase of the RADAC software, particularly:

– 18 Dec. 2009 Factory Acceptance Test (FAT); and
– 29 Jan. 2010 Site Acceptance Test (SAT)

4.20 In connection with the above, the meeting noted that the MID RMA Board/9 meeting urged concerned States (Bahrain, Jordan and Saudi Arabia) to provide 10 minute radar data sample to the MID RMA before 31 October 2009, in order to be used by COMBITECH for the necessary tests prior to the Factory Acceptance Test (FAT) scheduled for 18 December 2009. In this regard, it was noted that only Bahrain provided the 10 minute radar data sample to the MID RMA. However, the meeting was informed that in Saudi Arabia the Military Authorities are the owners of the radar data and accordingly, the MID RMA was requested to carry out a mission to Saudi Arabia to meet with the Military Authorities and explain to them what is required exactly. This proposal was agreed to by the MID RMA.

4.21 Taking into consideration that the Radar Data Recording and Analysis software (RADAC) will not be available in the MID RMA before 29 January 2010, it was decided that for the MID RVSM SMR 2010, the determination of frequency of horizontal overlap be based on the radar data related to the airspace to the north of Bahrain FIR (worst case scenario). Accordingly, Bahrain was requested to keep the radar data for the month of June 2009 in order to be used when the RADAC Software will be available.

MID RVSM Scrutiny Group

4.22 The meeting recalled that the ICAO Doc. 9574, Manual on Implementation of a 300 m (1000 ft) Vertical Separation Minimum between FL 290 and FL 410 Inclusive, calls for regional review of Altitude Deviation Reports (large height deviations) occurring in airspace where RVSM has been implemented. It was noted also that in other Regions Scrutiny Groups were established to perform such reviews, with the objective of determining which reports have an influence on the risk of collision associated with the application of RVSM. In addition, the Scrutiny Group will analyze and validate the Coordination Failure Reports (CFRs), and where applicable propose remedial actions and procedures.

4.23 In connection with the above, the meeting recalled that the MID RMA Board/7 meeting recognized the need for the experts from the region to acquire better knowledge and expertise related to RVSM safety assessment activity. It was further acknowledged that such an expertise could be acquired gradually through the participation in ICAO Training events such as the MID RVSM Safety Assessment Seminar and the Scrutiny Group meetings during the preparation of the MID RVSM SMRs. In this regard, the meeting recalled that the MID RVSM Safety Assessment Seminar was tentatively scheduled to be held in Bahrain, 8-9 November 2009. However, due to the interference with the date of the Global RMA Meeting (Australia, 3-7 November 2009) and the unavailability of the majority of the key speakers, the Seminar was postponed to February 2010. Furthermore, it was highlighted that the participation of experts from the region in the scrutiny group could provide local expertise, especially in the ATM field. In this respect, the meeting noted that for the SMR 2006 and SMR 2008, the scrutiny group was composed of EUROCONTROL ATC and safety experts in addition to the MID RMA experts.

4.24 The meeting noted that the main task of the scrutiny group is to review, analyze and evaluate the large height deviation reports and recommend remedial actions, as appropriate. In this regard, it was highlighted that the participation of ATM Experts from the participating States with good understanding of the ATS route network and use of airspace in the MID Region would add to the efficiency of the scrutiny group.

4.25 Based on the above, the meeting agreed to the establishment of a MID RVSM Scrutiny Group with Terms of Reference (TOR) as at **Appendix 4A** to the Report on Agenda Item 4. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 11/5: MID RVSM SCRUTINY GROUP

*That, the MID RVSM Scrutiny Group is established with Terms of Reference (TOR) as at **Appendix 4A** to the Report on Agenda Item 4.*

Action Plan for the development of the MID RVSM SMR 2010

4.26 Taking into consideration the delay observed in the provision of required data to the MID RMA by a number of States (Traffic data, ADR, CFRs and updated list of RVSM approvals), the meeting reviewed the action plan for the development of the SMR 2010, as updated by the MID RMA Board/9 meeting:

No	Start	Activity	End
1	01/06/2009	States to collect actual traffic data for all traffic operating between FL290 and FL410 inclusive	~~30/06/2009~~ 31/10/2009
2	01/06/2009	Collect Bahrain's SSR radar data for June 2009	30/06/2009
3	01/07/2009	Collect States' actual traffic data	~~30/09/2009~~ 31/10/2009
4	01/06/2009	Ensure MID RVSM approvals up to date, based on the traffic data received from States	~~31/07/2009~~ 30/11/2009
5	01/07/2009	Review of operational reports (01/05/06 to ~~30/06/09~~ 30/09/09)	~~15/08/2009~~ 31/10/2009
6	01/10/2009	Send copy of actual traffic data and MID RVSM approvals to Euro RMA for extracting height monitoring results	~~30/10/2009~~ 30/11/2009
7	01/11/2009	Euro RMA to extract operators/types from FPL, check monitoring results for approvals and send new list of operators requiring monitoring to MID RMA.	~~30/11/2009~~ 15/12/2009
~~8~~	~~01/12/2009~~	~~Collect SSR radar data for December 2009 from Jordan, Saudi Arabia and Syria.~~	~~31/12/2009~~
~~9~~	~~01/01/2010~~	~~Collect SSR radar data for January 2010 from Oman and Yemen.~~	~~31/01/2010~~
10	01/01/2010	MID RMA evaluation of technical risk	~~31/01/2010~~ 14/02/2010
11	01/02/2010	Update of performance investigations to MIDRMA, identify investigations to be conducted by MID RMA	28/02/2010
12	01/02/2010	Review of outstanding operational reports	~~28/02/2010~~ 15/03/2010
13	01/03/2010	Production of draft SMR 2010	~~31/03/2010~~ 15/04/2010

4.27 The meeting noted that the draft MID RVSM SMR 2010 would be reviewed by the MID RMA Board/10 meeting, scheduled to be held in Tehran, 3-5 May 2010 before presentation to MIDANPIRG/12. Accordingly, the meeting agreed that the draft MID RVSM SMR 2010 should be sent by email to all concerned States in order to seek the comments of the MID RVSM Programme Managers and the Members of the ATM/SAR/AIS Sub-Group, which should be taken into consideration when developing the final version of the MID RVSM SMR 2010, which will be presented to MIDANPIRG/12.

Requirements for Height Monitoring for aircraft/operators without known monitoring results

4.28 The meeting recalled that the SMR for 2006 and 2008 were developed based on the FPL/traffic data of 30 days for each report. The height monitoring results for all aircraft types belonging to the sample periods were extracted from the EUROCONTROL HMU database and were used for further safety analysis. However, the meeting recalled that there was a considerable number of airframes not monitored due to the absence of height monitoring results by the European HMUs, since these particular airframes operate only within the Middle East Region.

4.29 The meeting recalled that the MID RMA Board/5 and Board/6 meetings were informed about a proposal for amendment of Annex 6 Part I and Part II concerning long term monitoring requirements for height keeping performance which would harmonize RVSM approval criteria and help to maintain the safety of operations. In this regard, it was noted that the State of Registry that had issued an RVSM approval to an operator would be required to establish a requirement which ensures that two aeroplanes of each aircraft type grouping of the operator have their height-keeping performance monitored, at least once every two years or within intervals of 1000 flight hours per aeroplane, whichever period is longer. If an operator aircraft type grouping consists of a single aeroplane, the requirement would be that the monitoring of that aeroplane shall be accomplished within the specified period.

4.30 In connection with the above, the meeting recalled that the MIDANPIRG RVSM Task Force developed useful guidance material during the preparation of the RVSM implementation in the MID Region (Airworthiness and ATC Manuals). The meeting was of view that these Manuals are still valid and should be posted on the MID RMA website for use by States. It was particularly highlighted that these Manuals would be very helpful for the preparation of RVSM implementation in Baghdad FIR.

4.31 The meeting recalled that the MID RMA Board/6 meeting, under Draft Conclusion 6/3, agreed that those aircraft/operators without known height monitoring results should be identified by the MID RMA in coordination with EUROCONTROL based on the updated RVSM approvals and traffic data provided by States, in accordance with ICAO aircraft grouping categories. The list of identified aircraft/operators should then be forwarded to States in order to instruct the identified operators to carry out necessary height monitoring (using GMU or the available HMU infrastructure).

4.32 The meeting noted that the MID RMA in coordination with EUROCONTROL and based on the updated RVSM approvals and traffic data provided by States, has identified the list of aircraft without known height monitoring results as well as a list of aircraft requiring height monitoring, in accordance with ICAO aircraft grouping categories. However, the meeting noted with concern that necessary actions have not been taken by concerned States and that the monitoring results have not yet been provided to the MID RMA, in accordance with the MID RMA Board Draft Conclusion 7/7.

4.33 Based on the above, the meeting re-iterated the responsibility of States related to sustained requirements for height keeping monitoring. It was underlined that, the height monitoring results for the identified aircraft should be provided to the MID RMA as soon as possible, in order to be used for the development of the SMR 2010. As agreed during the MID RMA Board/8, it was highlighted that those States encountering difficulties to get the necessary height monitoring results might seek the assistance of the MID RMA to conduct the GMU monitoring, as appropriate. In this regard, the meeting noted that further to an initial unsuccessful attempt to cooperate with ARINC for carrying out GMU Monitoring in the MID Region, the MID RMA with the support of the ICAO MID Regional Office, reached an initial agreement with MAAR (Monitoring Agency for Asia Region) and Aerothai for conducting such GMU monitoring for the MID RVSM approved aircraft. Furthermore, the meeting noted that the MID RMA reached agreement with China RMA and CSSI to conduct GMU monitoring in the MID Region. The meeting noted with appreciation that the first GMU monitoring will be conducted in the MID Region by Aerothai and China RMA. This concerns two aircraft from SAMA Airlines and two aircraft from Iran Air (A310). The MID RMA is in the process of coordination with concerned States in order to agree on the aircraft to be monitored by China RMA during the period 15 to 30 December 2009.

4.34 The meeting noted that Oman is undergoing a big Multilateration surveillance project. The meeting noted that one of the applications of Multilateration is height-keeping monitoring. In this regard, it was highlighted that Multilateration-based HMU systems have been deployed at various locations around the globe.

4.35 The meeting noted with appreciation that Oman intends to implement a Multilateration-based HMU as part of the Multilateration surveillance project. This HMU, when operational (implementation date expected for beginning of 2013), could be used by the MID RVSM approved aircraft for conducting necessary height-keeping monitoring. It was also highlighted that Oman was invited to take into consideration, inter-alia, the MID Region traffic flows, when deciding about the location of the HMU ground stations (sensors) and to keep the MID RMA Board informed about the developments in this respect.

4.36 Accordingly, the meeting agreed on two lines of action:

a) **Short Term:**

- States to follow up with concerned aircraft operators to carry out necessary height keeping monitoring for the identified aircraft, in accordance with the list developed by the MID RMA; and

- those States encountering difficulties to get the necessary height monitoring results might seek the assistance of the MID RMA to conduct GMU monitoring for the identified operators' aircraft, in coordination with MAAR/Aerothai.

b) **Medium and Long Term:**

- the MID RMA develop a feasibility study, cost benefit analysis and action plan related to the conduct of GMU Monitoring in the MID Region with self-sufficiency capability (acquisition of necessary hardware, software, training, etc); and

- use of the Omani Multilateration-based HMU as a possible means of conducting height-keeping monitoring in the MID Region.

4.37 Based on the above and in accordance with the MID RMA Board/9 Draft Conclusion 9/4, the meeting urged States to send to the MID RMA updated lists of approvals of operators and aircraft for RVSM operations and to take necessary follow up action with concerned operators in order to carry out necessary height monitoring and send the monitoring results to the MID RMA before 31 December2009. The meeting supported also the MID RMA Board/9 Draft Conclusion9/5 related to the feasibility study for GMU Monitoring.

RVSM Implementation within Baghdad FIR

4.38 The meeting recalled that MIDANPIRG/11, through Decision 11/23, agreed to the establishment of the Baghdad FIR RVSM Implementation Working Group (BFRI WG), with Terms of Reference (TOR) as at **Appendix 4B** to the Report on Agenda Item 4, for the development of necessary planning materials related to RVSM implementation in Baghdad FIR and for assisting the Iraqi Civil Aviation Authority in expediting the implementation of such an important project.

4.39 The meeting recalled that the First Meeting of the BFRI WG was initially scheduled to be held in Cairo, 13-15 July 2009. However, it was noted that Iraq informed the ICAO MID Regional Office by an official letter that, they would not be ready to start the official preparation for RVSM implementation within the framework of the BFRI WG before the end of year 2009. Accordingly, the BFRI WG/1 meeting was postponed to 18-20 January 2010.

4.40 The meeting recalled that the Special ATS Route Coordination Meeting (SARCM) between Bahrain, Iraq and Kuwait (Cairo, 15-16 July 2009) was apprised of the difficulties facing Baghdad ACC in handling the traffic entering/exiting Kuwait FIR. In this regard, it was highlighted that traffic northbound into the Baghdad FIR is routed over position TASMI at RVSM Flight Levels from FL240 to FL430, which is not compliant with ICAO standards. This requires that Baghdad ACC has to transition the RVSM traffic which is at FL300 and above to non-RVSM Flight Levels prior to the Ankara FIR boundary. More specifically, Baghdad ACC is currently receiving westbound traffic from Kuwait ACC at the position TASMI at FL240, FL260, FL280, and at RVSM Flight Levels i.e. FL300, FL320, FL340, FL360, FL380 and FL400. A vast majority of the TASMI traffic is requesting to remain at or climb to FL300 and above, for fuel conservation. This flow of traffic at ten (10) different Flight Levels has to be transitioned into mainly five (5) Flight Levels (FL280, FL310, FL350, FL390 and FL430) prior to reaching the Ankara FIR.

4.41 The traffic eastbound from the Ankara FIR and the internal departures from Baghdad FIR enter Kuwait FIR over position SIDAD at non-RVSM Flight Levels, from FL250 to FL430 all inclusive, without regard to direction of flight.

4.42 Based on the above, the meeting noted that the SARCM meeting agreed on a number of actions, involving Bahrain, Iraq, Kuwait and Turkey. The meeting further noted that, in accordance with the outcome of the SARCM meeting Bahrain prepared and sent to Kuwait an updated Letter Of Agreement (LOA) between Bahrain and Kuwait ACCs. However, no official reply has been received from Kuwait in this regard. Nevertheless, the meeting noted with appreciation that further to the SARCM meeting the situation was improved due to the excellent cooperation of Kuwait. In this respect, it was highlighted that the 10 min longitudinal separation was reduced to 40 NM separation and all requests for assignment of Flight Levels by Bahrain ACC were being approved by Kuwait ACC; but this is not yet formalized by the signature of the updated LOA.

4.43 Due to the non presence of Kuwait, the meeting agreed that Bahrain and Iraq should follow up with Kuwait to implement the Recommendations of the SARCM meeting and that a progress report be presented to the BFRI WG/1 meeting.

4.44 The meeting further noted that the SARCM meeting agreed that some of the tasks listed in the BFRI WG TOR should be undertaken before the meeting to expedite the process of implementation of RVSM within Baghdad FIR, in particular the readiness assessment survey for RVSM implementation, identification of necessary ATS equipment changes to accommodate the RVSM operations, identification of training needs and development of a training plan for the ATS personnel, etc. Accordingly, the Action Plan at **Appendix 4C** to the Report on Agenda Item 4 was agreed upon, with a tentative date for **RVSM implementation in the Baghdad FIR on 18 November 2010**.

4.45 Due to the lack of updated information from Iraq on the progress achieved with respect to the above-mentioned Action Plan, the meeting agreed that this should be reviewed and updated by the BFRI WG/1 meeting.

4.46 The meeting noted that the MID RMA Board/9 meeting recognized that the MID RMA would be heavily involved in the preparation for RVSM implementation within Baghdad FIR. The meeting noted with appreciation the commitment of Iraq to become a full MID RMA Member State. In this regard the meeting supported the following MID RMA Board/9 Draft Conclusion:

DRAFT CONCLUSION 9/2: MEMBERSHIP OF THE MID RMA

That, Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria, UAE and Yemen committed themselves to participate in the MID RMA project, through the signature of the Memorandum of Agreement (MOA).

4.47 Accordingly, the meeting noted that the ICAO MID Regional Office is taking necessary follow-up action with Iraq in order to sign the MID RMA MOA.

ATM/SAR/AIS SG/11
Appendix 4A to the Report on Agenda Item 4

MIDDLE EAST RVSM SCRUTINY GROUP (RVSM SG)

TERMS OF REFERENCE

A) TERMS OF REFERENCE

With a view to improve the quality of the MID RVSM Safety Monitoring Reports (SMR), the MID RVSM Scrutiny Group is established to:

1) review, analyze and evaluate the Altitude Deviation Reports of 300 ft or greater and Coordination Failure Reports (CFRs), in coordination with the MID RMA, as defined by ICAO Doc 9574;

2) determine/validate estimates of the duration of deviations from the cleared levels in order to be used as primary input in the preparation of the risk estimate by the MIDRMA;

3) identify large height deviation trends and recommend remedial actions in order to improve safety.

B) COMPOSITION

The MID RVSM Scrutiny Group shall consist of ATM Experts from Bahrain, Egypt, Iran, Saudi Arabia and Oman in addition to representatives from the MID RMA, ICAO, IATA and IFALPA. EUROCONTROL could be also invited to participate to the Scrutiny Group meetings, when required.

C) WORKING ARRANGEMENTS

The MID RVSM Scrutiny Group should report to the ATM/SAR/AIS Sub Group and MID RMA Board.

The MID RVSM Scrutiny Group meetings should be organized by the MID RMA, which should provide necessary secretarial support (invitation letter, agenda, work programme, reports, etc).

The MID RVSM Scrutiny Group should meet when deemed necessary and at least once every 18 months (before each MIDANPIRG meeting).

ATM/SAR/AIS SG/11
Appendix 4B to the Report on Agenda Item 4

BAGHDAD FIR RVSM IMPLEMENTATION WORKING GROUP
(BFRI WG)

A) TERMS OF REFERENCE

With a view to coordinate and support the RVSM implementation activities in the Baghdad FIR, the Baghdad FIR RVSM Implementation Working Group (BFRI WG) shall:

1) Carry out a readiness assessment survey for RVSM implementation within Baghdad FIR;

2) Assist Iraq in the development of a comprehensive RVSM implementation plan and national safety plan;

3) Monitor and coordinate with Iraq the implementation of the RVSM programme within Baghdad FIR;

4) Carry out a Functional Hazard Analysis (FHA) which provides assurance that all hazards and risks associated with RVSM implementation within Baghdad FIR have been identified and analyzed;

5) Assist Iraq in the identification of necessary ATS equipment changes to accommodate the RVSM operations within Baghdad FIR;

6) Assist Iraq in the development of necessary ATS procedures related to RVSM operations within Baghdad FIR, including the contingency procedures;

7) Develop in coordination with the MID RMA an RVSM Pre-Implementation Safety Case (PISC) to provide evidence about the safe implementation of RVSM in Baghdad FIR;

8) Identify the needs for training and assist Iraq in the development of a training plan for the ATS personnel;

9) Consider interface issues related to RVSM implementation and operations with the adjacent Regions;

10) Assist Iraq in the publication of necessary Aeronautical Information Publication related to RVSM implementation within Baghdad FIR;

11) Monitor the process of signature of updated Letter of Agreements between Baghdad ACC and the adjacent ACCs;

12) Prepare necessary proposal for amendment to Doc 7030 related to RVSM implementation within Baghdad FIR; and

13) Address any other issue related to RVSM implementation within Baghdad FIR.

B) COMPOSITION

The BFRI WG will be composed of:

Bahrain, Iran, Iraq, Jordan, Kuwait, Saudi Arabia and Syria, MID RMA, IATA and IFALPA.

Other representatives, who could contribute to the activity of the Working Group, could be invited to participate as observers.

C) WORKING ARRANGEMENTS

1) The BFRI WG shall:

- report to the ATM/SAR/AIS Sub Group;
- appoint a Rapporteur to facilitate its proceedings; and
- meet as required and be dissolved once RVSM is implemented within Baghdad FIR.

2) The work of the BFRI WG shall be carried out mainly through exchange of correspondence (email, facsimile, tel, etc) between its Members; and

3) The convening of the Working Group meetings should be initiated by the Rapporteur in coordination with the Members of the Group and the ICAO MID Regional Office.

ATM/SAR/AIS SG/11
Appendix 4C to the Report on Agenda Item 4

PLAN FOR RVSM Implementation in Baghdad FIR

Background

ICAO Doc 9574 presents a five-step process to guide RVSM implementation, as follows:

a) *Step 1 — Identify the need for RVSM*

This step should be conducted in consultation with provider States and user organizations and should include an assessment of:

1) The potential for an increase in the airspace system capacity;
2) The ability to provide improved vertical flight profiles to aircraft;
3) The consequences for ATS in terms of:
   — Workload;
   — Required facilities;
   — Re-Sectorization; and
   — Transition procedures;
4) The costs to non-RVSM approved operators of having to operate outside RVSM airspace;
5) The overall cost/benefit of the implementation of RVSM; and
6) The state of RVSM implementation in adjacent regions.

b) *Step 2 — Preliminary assessment of system safety*

This step should be undertaken to determine whether RVSM can be implemented in the defined airspace in conformance with the agreed safety objectives. This step should address conditions expected after RVSM implementation, and include:

1) An estimate of the maximum aircraft passing frequency within Baghdad FIR;
2) An assessment of the typical lateral track keeping accuracy of RVSM-approved aircraft within Baghdad FIR;
3) An evaluation of whether a TLS budget of 2.5 × 10-9 fatal accidents per flight hour, as a consequence of technical height-keeping deviations, can be satisfied;
4) An analysis of height deviations as a consequence of operational errors and emergency actions. this should assess the frequency of occurrence of such deviations together with an assessment of the level of risk of collision in the existing environment and in the planned RVSM airspace, the causes of the errors, and recommended measures to reduce the risk in RVSM airspace. Possible sources of information include:
   — Incident and/or occurrence reports of inadvertent departures from assigned flight levels;
   — Transponder height data;
   — Routine position reports that may identify operations at an incorrect flight level; and
   — Specific data collection;

5) An evaluation of whether the overall risk objectives can be satisfied; and

6) Consideration of any other operational problems which may affect safety, e.g. wake turbulence.

c) *Step 3 — Planning and Preparation*

This step should include:

1) the continued consultation, cooperation and commitment of regulatory authorities, ATS providers and airspace users;

2) the development of a detailed work programme and identification of those issues which lie on the critical path. The programme should incorporate:

— Implementation considerations and requirements.
— Airworthiness issues.
— Procedures for the State approval of aircraft.
— Flight crew operating procedures and training;
— ATC system requirements, simulations, procedures and training.
— System performance monitoring considerations.
— If applicable, an agreed means of handling non-RVSM approved aircraft;
— Completion of any remedial measures necessary; and
— Possible requirements for phased implementation;

3) Regional agreement on implementation timescales.

d) *Step 4 — Verification phase*

Before commencing this phase, it is essential that a high proportion of the anticipated RVSM aircraft population meet RVSM requirements. Further, an appropriate means of monitoring aircraft height-keeping should be in place if sufficient height-keeping data are not already available. The verification process will take place over an agreed period of time during which the total system operation will be evaluated in the existing 600 m (2 000 ft) VSM environment. This phase should continue until:

1) It has been demonstrated that RVSM approval requirements and related guidance material are adequate, in the sense that compliance with such requirements leads to an observed height keeping performance consistent with the global height-keeping performance specification;

2) The causes of observed errors inconsistent with the global height-keeping performance specification have been remedied;

3) The technical TLS of 2.5 × 10-9 fatal accidents per aircraft flight hour has been met with a predetermined level of statistical confidence;

4) The system integrity has been verified; this should include confirmation, with a predetermined level of statistical confidence, that the introduction of RVSM does not increase the risk due to operational errors and in-flight contingencies. This may require the implementation of additional effective safety measures to reduce the risk as a result of these events; and

5) If quantification of the level of overall risk indicates, with a predetermined level of confidence, that the overall safety objectives will be violated in an RVSM environment, additional effective safety measures need to be determined and implemented in order to meet the overall safety objectives.

e) ***Step 5 — Operational use of RVSM***

The commencement of the 300 m (1 000 ft) RVSM operations will be conditional upon the satisfactory completion of the 600 m (2 000 ft) verification phase. At the beginning of the operational application of RVSM, a comprehensive evaluation of all elements of RVSM operations should be carried out. After this evaluation, it will be necessary to ensure continued system safety. Particular attention will be required to ensure that:

1) All aircraft operating in RVSM airspace are RVSM approved;

2) The RVSM approval process remains effective;

3) The TLS of 2.5 × 10-9 fatal accidents per aircraft flight hour (in respect of monitored technical height-keeping performance of a representative sample of the aircraft population) continues to be met with a predetermined level of statistical confidence;

4) With a predetermined level of statistical confidence, the introduction of RVSM does not increase the level of risk due to operational errors and in-flight contingencies;

5) Additional safety measures, introduced to reduce the risk as a result of operational errors and in-flight contingencies and to meet the overall safety objectives are effective;

6) Evidence of altimetry system error (ASE) stability exists; and

7) ATC procedures remain effective.

ACTION PLAN FOR RVSM Implementation in Baghdad FIR

ID	ACTION	TO BE DELIVERED BY	TARGET DATE	REMARKS
1	Nomination of Baghdad FIR RVSM Program Manager	Iraq	Sep. 2009	
2	Collect traffic data for the month of June 2009	Iraq	Aug. 2009	
3	Submission of the latest airways structure for Baghdad FIR	Iraq	Aug. 2009	
4	Calculating the passing frequency for all Bagdad FIR airways	MID RMA	Sep. 2009	
5	Conclusions of the passing frequency results and evaluation of the need for ATS Route Network amendments related to RVSM	MID RMA	Sep. 2009	
6	Submit RVSM approvals to the MIDRMA for all Iraqi registered aircraft or any airline operators certified by Iraq and to continue updating these approvals as necessary	Iraq	Sep. 2009	
7	Submit coordination failure reports (CFR) and Altitude Deviation Reports (ADR) to the MIDRMA on a monthly basis	Iraq	On Monthly basis	
8	Establish requirements for pre and post implementation monitoring	MID RMA	Oct. 2009	
9	Develop ATC operational policy & procedures for normal RVSM operations	Iraq	Nov. 2009	
10	Assess the impact of RVSM implementation on controller automation systems and plan for upgrades/modifications	Iraq	Sep. 2009	
11	Develop ATC procedures for non-approved State aircraft to transit RVSM airspace	Iraq	Sep. 2009	
12	Develop procedures for handling non-compliant civil aircraft	Iraq	Sep. 2009	
13	Develop procedures for suspension of RVSM	Iraq	Sep. 2009	
14	Evaluate the need for simulations to assess ATC workload and possible need for airspace/air route/Sector changes	Iraq	Mar. 2010	

ID	ACTION	TO BE DELIVERED BY	TARGET DATE	REMARKS
15	ATC training plan	Iraq	Nov. 2009	
16	Modify LOAs for all adjacent FIRs	Iraq	Sep. 2010	
17	Conduct local RVSM training for air traffic controllers	Iraq	Sep. 2010	
18	Carry out pre-implementation safety analysis	MID RMA	Jun. 2010	
19	Development of Iraq national safety plan	Iraq	Dec. 2009	
20	Carry out pre-implementation readiness Assessment	MID RMA	Sep. 2010	
21	examine existing legislation and regulations to identify any changes required for RVSM	Iraq	Sep. 2010	
22	Develop procedures for aircraft found to be non-compliant through monitoring	MID RMA & Iraq	Oct. 2010	
23	Evaluate the need for ATS Route Network amendments related to RVSM	MID RMA	Sep. 2010	
24	Go-No-Go Decision for RVSM Implementation effective 18 November 2010	BFRI WG	Sep. 2010	

REPORT ON AGENDA ITEM 5: SSR Code Allocation Plan (CAP) for the MID Region

5.1 The meeting noted that the ATM/SAR/AIS SG/10 meeting reviewed the report of the SSRCASG/2 meeting related to SSR Code Allocation. Based on the above, MIDANPIRG/11 agreed to the following Decision and Conclusions:

DECISION 11/24: MID REGION SSR CODE ALLOCATION STUDY GROUP (SSRCASG)

That, the MID Region SSR Code Allocation Study Group revised Terms of Reference are adopted as at Appendix A to the Report.

CONCLUSION 11/25: MEASURES TO ADDRESS NON-SYSTEM SSR CODE ASSIGNMENT PROBLEMS

That, in order to address those SSR code assignment problems that are not typically the Code Allocation Plan (CAP) system problems:

a) MID States are urged to undertake necessary coordination with adjacent States/FIRs to address identified SSR code assignment problems or potential problems with such adjacent FIRs; and

b) in cases where identified code assignment conflicts are beyond the ability of States' bilateral or multilateral initiatives to address, the ICAO MID Regional Office be notified as soon as practical, in order to take necessary action.

CONCLUSION 11/26: ADOPTION OF THE ORIGINATING REGION CODE ASSIGNMENT METHOD (ORCAM) IN THE MID REGION

That, in order to improve the MID SSR Code Allocation System:

a) the MID Region adopts the Originating Region Code Assignment Method (ORCAM); and consider three ORCAM Participating Areas (PA); the number of PAs to be finalised based on studies of Regional traffic patterns and volume data, and coordination with adjacent ICAO Regions;

b) the ICAO MID Regional Office take necessary action to obtain data from States and other ICAO Regions for the Study Group to complete its work; and

c) in order to facilitate an effective analysis of the traffic statistics required for decision on PAs, MID FIRs provide traffic data in accordance with the format provided by the MID Regional Office.

CONCLUSION 11/27: SSR CODES SHARING IN THE MID REGION

That, in order to increase the availability of SSR codes in the MID SSR code allocation system:

a) the MID Region adopt the approach of "code sharing" between FIRs that are geographically adequately disparate and where directional assignment of SSR codes makes "code sharing" practical;

b) the "code sharing" be implemented after an amendment of the MID ANP FASID to this effect has been approved, appropriate safety assessments have been carried out, and the concerned FIRs signed the relevant Letters of Agreement (LOA), except where a Regional arrangement obviates such action; and

c) the CNS Sub-Group be requested to consider the feasibility of FDPS upgrades in the MID Region to further support SSR code sharing approach.

CONCLUSION 11/28: REDUCTION OF SSR CODE OCCUPANCY TIME

That, in order to increase the availability of SSR codes allocated to each MID FIR:

a) the SSR code occupancy time be changed from three hours to a maximum of two hours where practicable;

b) the time to be applied by each FIR continue to be predicated by safety and be based on the requirement of the FIR as dictated by such factors as the size of the FIR; and

c) the Secretariat take appropriate measures to process the amendment of the MID ANP FASID Part V Attachment B.

5.2 The meeting noted that the work programme of the SSRCASG was not completed during the SSRCASG/2 meeting because of lack of necessary data (traffic data and FDPs capabilities) from States. Accordingly, it was decided that, in accordance with MIDANPIRG/11 Conclusion 11/26, States provide their data to the ICAO MID Regional Office in order to be used by the SSRCASG/3 to complete the work on SSR Code allocation as required in the SSRCASG TOR at **Appendix 5A** to the Report on Agenda Item 5.

5.3 The meeting also noted that the SSRCASG/3 meeting, which was initially scheduled to be held in March 2009, was postponed to April 2010.

5.4 The meeting noted that 11 States have already sent their traffic data to ICAO MID Regional Office.

5.5 Based on the above, the meeting agreed to the following Draft Decision:

DRAFT DECISION 11/6: FOLLOW UP ACTION ON SSR CODE ALLOCATION IN THE MID REGION

That,

a) the SSRCASG/3 meeting complete its work programme based on the input from States;

b) the SSRCASG/3 meeting propose necessary follow up action on MIDANPIRG/11 Decision and Conclusions related to SSR Code Allocation; and

c) the outcome of the SSRCASG/3 meeting be directly reported to MIDANPIRG/12.

5.6 The meeting noted that the SSRCASG/3 meeting should exhaust all viable solutions to address the problem of allocation of SSR Codes in the MID Region, before deciding on the implementation of the ORCAM System and the Concept of the Participating Areas (PAs). Accordingly the meeting agreed that the SSRCASG shall develop a MID strategy for the allocation of SSR Codes showing clearly the Short Term and Long Term Solutions.

ATM/SAR/AIS SG/11
Appendix 5A to the Report on Agenda Item 5

SSR CODES ALLOCATION STUDY GROUP (SSRCASG)

TERMS OF REFERENCE

(Revised)

1- Assess the SSR Code allocation system situation in the MID Region and the adjacent ICAO Regions.

2- Propose short term solutions to address the identified SSR Code allocation system problems.

3- Evaluate the advantages/disadvantages of a single *Participating Area* (PA) versus multiple PAs.

4- Analyze the development of PAs taking into consideration the following:

- operational consideration for the definition of PAs (scope and number);
- volume of traffic;
- impact on adjacent FIRs/Pas;
- national defense requirements;
- automation system limitations; and
- Duration of code usage within a particular area..

5- Analyze the application the *Originating Region Code Assignment Method* (ORCAM) in the MID Region.

6- Assess other available options, besides ORCAM to address the code shortage.

7- Identify long term measures.

8- The Study Group will have the mandate to discuss, within its TORs, with adjacent ICAO Regions without having to go through the ATM/SAR/AIS SG.

9- The Study Group will consist of the following MID States and International Organizations :

STATES

Egypt, Iran, Oman, Saudi Arabia, Syria and UAE.

ORGANIZATIONS *(AS OBSERVERS)*

IATA, and, EUROCONTROL (on *ad-hoc* basis).

REPORT ON AGENDA ITEM 6: ATS SAFETY MANAGEMENT SYSTEMS

6.1 The meeting was apprised of ICAO provisions related to State Safety Programme (SSP) and Safety Management System (SMS). In particular, it was recalled that the requirements obligate States, with the responsibility to establish an SSP and define Acceptable Levels of Safety (ALoS) for the activities/provision of services. The requirement for air traffic services providers to implement an SMS shall be part of the SSP.

6.2 The meeting noted that the ICAO Safety Management Manual (Doc 9859), Second Edition-2009 contain all the details related to SSP, SMS and ALoS, as well as their relationships. The Guidance Material on "*SMS GAP Analysis for Service Providers*" contained in Appendix 2 to Chapter 7 of Doc 9859 and on "*the development of a State Safety Programme (SSP) GAP Analysis*" contained in Appendix 3 to Chapter 11 of Doc 9859; were particular highlighted and States were encouraged to use this guidance material especially the checklists to expedite the implementation of the required SSP and SMS.

6.3 The meeting recalled that MIDANPIRG/11 was apprised of the outcome of the ATM/SAR/AIS SG/10 meeting pertaining to status of implementation of safety management system for Air Traffic Services in the MID Region further to the review of the relevant survey that was conducted as a follow up to MIDANPIRG/10 meeting Conclusion 10/81: *Survey on ATS Safety Management.* The meeting noted that due to the low level of responses, the results of the survey were not conclusive. Accordingly, MIDANPIRG/11 agreed to the following Conclusion:

CONCLUSION 11/38: ATS SAFETY MANAGEMENT

That, MID States that have not yet done so:

a) are urged to establish safety programmes and ensure the implementation of safety management systems by their ATS service providers in accordance with the provisions of Annex 11;

b) are urged to adjust their laws, regulations and policies, as necessary, regarding, safety management systems, collection and protection of safety information, and improving accident prevention to comply with relevant provisions contained at Chapter 2 of Annexes 11 and Chapter 8 of Annex 13 to Chicago Convention;

c) designate focal points to whom operators may send incident reports for investigation and corrective measures, and from whom they may request pertinent information;

d) share safety information including information on ATS incidents and accidents; and

e) take advantage of the safety management guidance material and training offered by ICAO.

6.4 In connection with the above, the meeting recalled that, in accordance with bullet d) of MIDANPIRG/11 Conclusion 11/38 and as part of its Terms of Reference (TOR), the ATM/SAR/AIS Sub Group should carry out an analysis of the ATS reported incidents and propose remedial actions as necessary; and keep MIDANPIRG apprised of recurring incidents which may have a serious impact on the safety of air navigation in the region. However, it was noted with concern that due to the lack of reporting of ATS incidents, this task was not included in the agenda of the meeting. However, it was highlighted that the reporting and analysis of ATS incidents form an essential element of SMS. The meeting noted also that in accordance with its TOR, the Air Navigation Safety Sub Group (ANS SG) is required to carry out necessary analysis of ATS reported ATS incidents. Accordingly, States and users' Organizations were urged to present all data related to ATS incidents to the ANS SG/1 meeting scheduled to be held in Cairo, 15-17 June 2010.

6.5 The meeting reviewed and updated the status of implementation of SSP by the Regulators and SMS by the ATS service providers, in the MID Region as shown in the following Table:

	Not started		**Planning/ Slow starting**		**Ongoing/ partial implementation**		**Implemented**		**Remarks**
	SSP	SMS	SSP	SMS	SSP	SMS	SSP	SMS	
Bahrain			X					X	
Egypt			X					X	
Iran	X					X			
Iraq									
Israel									
Jordan						X			
Kuwait									
Lebanon									
Oman	X			X					
Qatar	X							X	
Saudi Arabia					X	X			
Syria				X		X			
UAE	X							X	
Yemen									

6.6 The meeting noted that the majority of States have not yet started the implementation of SSP. Accordingly, without SSP, SMS could not be fully implemented since there will be a lack of regulatory framework and safety oversight of the SMS. It was also highlighted that the improvement of the overall performance of the SMS should be a continuous process.

6.7 The meeting noted with appreciation Bahrain's experience related to the implementation of SMS, especially Bahrain's Aviation Safety Policy Statement and Non-Punitive Policy.

6.8 Based on the above, the meeting agreed to the following Draft Conclusion, which is proposed to replace and supersede MIDANPIRG/11 Conclusion 11/38:

DRAFT CONCLUSION 11/7: ATS SAFETY MANAGEMENT

That, MID States that have not yet done so, be urged to:

a) establish a State Safety Programme (SSP) and ensure the implementation of Safety Management Systems (SMS) by their ATS service providers, in accordance with Annex 11 provisions;

b) promulgate a national safety legislative framework and specific regulations in compliance with international and national standards that define how the State will conduct the management of safety, including the collection and protection of safety information and improvement of accident prevention, in compliance with relevant provisions contained at Chapter 2 of Annex 11 and Chapter 8 of Annex 13;

c) share safety information including information on ATS incidents and accidents; and

d) take advantage of the ICAO guidance material related to safety management as well as the training events offered by ICAO (SMS and SSP training courses seminars and workshops).

REPORT ON AGENDA ITEM 7: New ICAO FPL Model

7.1 The meeting noted that the contents of Amendment No. 1 to the Fifteenth Edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) was approved, on 25 May 2009. The amendment, which will become applicable on 15 November 2012, encompasses a substantial revision to the ICAO Flight Plan (FPL) as contained in Appendix 2 to the PANS-ATM. Approval of the Amendment by the Air Navigation Commission was communicated to States through State Letter Ref. AN 13/2.1-08/50 dated 25 June 2008, to which a copy of the Amendment was attached.

7.2 The meeting also noted that the new ICAO FPL model and related provisions are necessary to allow Air Traffic Management (ATM) systems to make optimum use of advanced aircraft capabilities as well as to meet the evolving requirements of automated ATM systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects.

7.3 The new FPL model introduces considerable changes related, inter-alia, to Reduced Vertical Separation Minimum (RVSM), Performance Based Navigation (PBN), Required Communication Performance (RCP), Automatic Dependent Surveillance - Broadcast (ADS-B) and Global Navigation Satellite Systems (GNSS), while maintaining a high degree of commonality with the existing FPL format.

7.4 The meeting also noted that the impact of the modifications to Flight Data Processing Systems (FDPS) would vary from one air navigation service provider to another depending on their data requirements, the level of validation necessary and the types of systems in place.

7.5 Based on the above, the meeting recalled that MIDANPIRG/11 agreed that a Study Group be established to develop the regional technical guidance material and to develop coordinated transition plans with common strategies and mitigation measures, and agreed to the following Conclusion:

CONCLUSION 11/60: IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM

That, MID States,

a) in order to comply with Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), establish a Study Group to develop the technical audit guidance material and prepare a Regional Strategy for the transition;

- *the Study Group follow the ICAO Guidance for implementation of flight plan information to support Amendment 1 of the PANS-ATM and PFF implementation check list which are at Appendices 5.5B and 5.5C to the Report on Agenda Item 5.5; and*

b) implement the new ICAO model Flight Plan form by applicability date.

7.6 The meeting noted that ICAO MID Regional Office sent State Letter AN 7/33 – 09/254, dated 4 August 2009 requesting all MID States to provide focal points and an initial assessment of the expected impact that the use of the revised FPL format could have on the procedure and systems in their States.

7.7 The meeting noted that replies have been received from four States providing contact details of focal points and that one State provided an initial assessment of the difficulties which will be encountered during the implementation of the new FPL model as at **Appendix 7A** to the Report on Agenda Item 7. Accordingly, the meeting reviewed and updated the list of Focal Points as at **Appendix 7B** to the Report on Agenda Item 7.

7.8 The meeting noted that the Third Inter-Regional Co-ordination Meeting (IRCM/3) on Interface Issues between the Asia/Pacific (APAC), Eastern and Southern African (ESAF), European and North Atlantic (EUR/NAT) and Middle East (MID) Regional Offices of ICAO held at the Middle East Regional Office in Cairo from 24 to 26 March 2009, recognized the complexity of the subject and highlighted the need for a worldwide harmonization for a successful implementation. In this regard, the meeting recognized the valuable role to be played by ICAO HQ in assisting the global implementation. The meeting noted that, considering the importance of a homogeneous and harmonized implementation, the Air Navigation Commission (ANC) requested the Air Navigation Bureau (ANB) to develop a system that could monitor the implementation of the amendment and also help States with the implementation. In this respect, the ANB developed a Web-Tool called Flight Plan Implementation Tracking System (FITS), which is dedicated to monitor the implementation around the world and to serve as a forum to clarify issues related to the implementation, besides helping States or Organizations on the implementation. In particular, the website indicates the transition status by FIR.

7.9 The meeting further noted that the first meeting of the Study Group (New ICAO Flight Plan Model SG/1) is tentatively scheduled to be held in Cairo, 15-17 February 2010. The Study Group is expected to study the inputs from the States and develop the MID Region Implementation Plan.

7.10 The meeting recognized the need for States to secure necessary budget for the implementation of the new FPL Model Project. The meeting urged States also to develop the technical requirements related to the upgrade of their ATC systems to comply with the new FPL Model and to initiate necessary negotiation with the ATC systems manufacturing vendors as soon as possible.

7.11 The meeting was of the view that States shall develop National Performance Framework Form (PFF) related to the new FPL model project with clearly established performance objectives and timelines, in accordance with the Regional Performance Framework Form endorsed by MIDANPIRG/11 on the subject.

7.12 Based on above, the meeting agreed to the following Draft Conclusions:

DRAFT CONCLUSION 11/8: ICAO NEW FLIGHT PLAN MODEL IMPLEMENTATION

That, States be urged to:

a) Secure necessary budget for the implementation of the new FPL model project;

b) initiate necessary negotiation with their ATC systems manufacturers/vendors for the implementation of necessary hardware/software changes, as soon as possible;

c) develop National PFF related to the new FPL Model project with clearly established performance objectives and timelines; and

d) take all necessary measures to comply with the applicability date of 15 November 2012.

DRAFT CONCLUSION 11/9: ICAO NEW FLIGHT PLAN MODEL SEMINAR/ WORKSHOP

That, in order to assist States in the preparation for the timely implementation of the ICAO new Flight Plan Model, the ICAO MID Regional Office organize a Seminar/Workshop on this subject in 2010.

ATM/SAR/AIS SG/11
Appendix 7A to the Report on Agenda Item 7

IAC problems after implementation of new FPL in Iran:

All of automated systems which are tasked to process FPL may experience some problems. Automation software used in Tehran Area Control Center is Eurocat2000, and some of our Airports are using EurocatC in their automation. Some major problems in implementation of new FPL are as fallows:

- These system can only process FPL for period of 24 hours and they can not recognize the DOF
- The number of Equipments and capabilities are limited to 10 and 2 respectively but in new FPL it is more than 20 characters.
- New indicators in item 10 and 18 of flight plan such as DLE, TALT … may result in the rejection of FPL.
- Other information in DEP, DLA, … also can not be processed by system and will be rejected.

The Guarantee periods of the mentioned systems are expired and we don't have the source of software to make any changes or updating. I think we need a converter software to change NEW format to old versions according **ATTACHMENT** to State letter AN 13/2.1 – 09/9. We know that some data will be lost during conversion process.

Also we have some local software that will be updated until 2012.

ATM/SAR/AIS SG/11
Appendix 7B to the Report on Agenda Item 7

NEW FLIGHT PLAN IMPLEMENTATION STUDY GROUP FOCAL POINT

STATE	NAME	TITLE	ADDRESS	EMAIL	FAX	TEL	MOBILE
Bahrain	Fathi Ibrahim Al-Thawadi	Head of Aeronautical and Airport Operation Systems Development Computer Services	P.O.Box 586 Kingdom of Bahrain	fathi@caa.gov.bh	+97317321992	+97317329153	+97339676614
Egypt	Ashraf Mostafa Mohamed Korany	Director Fpt & Rpl	National Air Navigation Services Company, Aeronautical Information Centre, Cairo International Airport, T2, Cairo 11776 A..R.E.	Ashraf.korany64@yahoo.com	+22678882 +22678885	+22652460 +22652492	+012031043
Iran	Behzad Soheil	Expert in Charge of Radar Information and Flight Data	Tehran Area Control Center (Shahid Shahcheraghi) Central Bldg of Iran Airports Company, Mehrabad Int'l Airport, Tehran, I.R. of Iran P.O.Box 13445-1558, Postal Code 1387835283	Behzad.soheil@yahoo.com Behzad.soheil@gmail.com	+982144544114	+982144544115	+989125544193
Iraq							
Israel							
Jordan							
Kuwait	Dawood A. Al Jarah	Head of AFTN Section	Navigational Equipment Department, Directorate General of Civil Aviation, Kuwait International Airport, P.O.Box 17 – Safat, 13001 – Safat – Kuwait	kudata3@hotmail.com	+96524732530	+96524721279	+96599088511

STATE	NAME	TITLE	ADDRESS	EMAIL	FAX	TEL	MOBILE
Lebanon							
Libya							
Oman	Jaffer Abdulla Amir Moosani	Assistant Chief AIS	Directorate General of Meteorology and Air Navigation (DGMAN) P.O.Box 1311 Code 111 Sultanate of Oman	aisaip@yahoo.com	+968 2451 9850	+968 2451 9350	+968 9931 6040
Qatar							
Saudi Arabia	Waleed M. Almadani	ATM operation and planning manager		almadani6@yahoo.com	+96626405000 ext2436	+96626405000 ext5577	+966505674867
Sudan							
Syria	Ghadeer Ali Hossieno	Chief of AIP/Deputy Chief of AIS	Syrian Civil Aviation Authority Al Najmeh Square P.O Box 6257 Damascus-Syria	Ghadeer72@hotmail.com	+963 11 540 10191	+963 11 646 1208	+963 94 4405 877
UAE	Hassan Karam						
Yemen							

REPORT ON AGENDA ITEM 8: AIR TRAFFIC FLOW MANAGEMENT

8.1 The meeting recalled that the ATM/SAR/AIS SG/9 meeting held in Cairo, December 2007, while addressing the need for a comprehensive revision of the Regional ATS route network, discussed the implementation of ATFM in the Region, and agreed that it was not too soon to start exploring the implementation of ATFM in the Region. Accordingly, the ATM/SAR/AIS SG/9 meeting formulated Draft Conclusion 9/3: *Air Traffic Flow Management Seminar (ATFM) Seminar*, requesting the MID Regional Office to arrange an ATFM Seminar in 2009.

8.2 In connection with the above, MIDANPIRG/11 noted that the MID Regional Office has scheduled an ATFM Seminar as a Special Implementation Project (SIP) in July 2009 to benefit from the experience of the other Regions which have already implemented ATFM before agreeing on the strategy for ATFM implementation in the MID Region.

8.3 The meeting noted that the ATFM Seminar was successfully held in Cairo, Egypt, from 20-21 July 2009. The objective of the Seminar was to facilitate the development of a clearly defined progressive strategy for the implementation of ATFM in the MID Region, taking into consideration regional and national planning processes, in accordance with the global planning framework.

8.4 The meeting noted that the Seminar agreed to express the following as its outcome. The Seminar:

a) took note of the MID Region traffic forecast which is above world average and recognized the need to develop adequate infrastructure to handle the traffic growth within MID Region;

b) took note of the variety of ATFM resources that are available in the other Regions;

c) reviewed one model for calculating Aerodrome Acceptance Rate (AAR) and for establishing the AAR for each significant aerodrome in the MID Region;

d) reviewed one model for calculating sector capacity and establish the sector capacity for each significant en route sector in the MID Region;

e) reviewed the concept of Collaborative Decision Making (CDM) as it is applied in the other Regions and acknowledged the need to establish a CDM process in the MID Region;

f) recognized the benefits of implementing IFPS in the MID Region and that IFPS would provide only a partial solution. A full Control Flow Management Unit (CFMU) should be considered in future and the EUROCONTROL model be adopted after modifications to meet local and Regional Requirements;

g) acknowledged that the introduction of IFPS to the MID Region is feasible provided that:

- the MID States are committed to the development, implementation and operation of a full scale IFPS;

- develop and maintain necessary guidelines, rules and regulations for running IFPS through an appropriate Regional mechanism;

- a suitable funding mechanism for the initial development, implementation and long term operation is provided.

h) agreed that the political will and cooperation between MID States and commitment to provide airspace data is an imperative and is key to implementation of any successful ATFM system;

i) agreed that ATFM based on the ICAO Centralised Development Traffic Organisation (CTMO) concept should be considered in the MID Region when all other alternative measures such as airspace initiatives; better coordination along FIR borders and CNS improvements have been implemented.

j) urged MID States to accord high priority to measures aiming at reducing congestion by implementing PBN for en route and TMA including arrival and departure procedures (SID & STAR).

8.5 Taking into consideration the link between ATFM and IFPS, the meeting noted that as a follow-up action to MIDANPIRG/10 Conclusion 10/18: *Establishment of an Integrated Initial FPL Processing System (IFPS) in the MID Region,* MIDANPIRG/11 noted that Bahrain has finished the initial IFPS study which was based on Bahrain data and FDPS. It was indicated that it is necessary that all MID States need to participate for the completion of the final study. The meeting noted that only five (5) States assigned their focal points for the IFPS and agreed that States which had not assigned focal points to do so as soon as possible and provide Bahrain with the necessary data to support the completion of the final study. Accordingly, MIDANPIRG/11 agreed to the following Conclusion to replace and supersede MIDANPIRG/10 Conclusion 10/18:

CONCLUSION 11/61: IFPS PROJECT SUPPORT

That,

a) MID State that have not yet designated focal points to do so and send their contact details to ICAO MID Regional Office prior to 30 June 2009;

b) the IFPS focal points participate in the finalization of the feasibility study led by Bahrain for the implementation of an IFPS in the MID Region; and

c) ICAO MID Regional Office request additional support from EUROCONTROL with view to benefit from their experience and expertise in the establishment of an IFPS, including development of a regulatory framework.

8.6 The meeting noted that UAE position does not support the establishment of IFPS in the MID Region. The position of UAE is shown explicitly at **Appendix 8A** to the Report on Agenda Item 8. In this regard, the meeting noted that UAE and IATA were of the view that all possible solutions should be explored/exhausted before deciding to implement ATFM in the MID Region. In particular, improvements in the field of Communication, Navigation and Surveillance as well as the reduction of the spacing requirement, the implementation of Flexible Use of Airspace (FUA) would increase the capacity of airspace in the MID Region.

8.7 The meeting noted that, in accordance with MIDANPIRG/11 Conclusion 11/61, MIDANPIRG requested that the feasibility study related to IFPS be finalised before any commitment to go ahead with the project. This requires the contribution of all States. However, it was noted with concern that Bahrain has not yet received any input from States, in order to finalise the study. It was

further noted that the feasibility study should identify the Short Term, Medium Term and Long Term lines of action, based on the needs and requirements of MID States.

8.8 The meeting was apprised of the difficulties that Bahrain is facing to accommodate the traffic growth and the airspace congestion. The meeting noted that Bahrain has already taken certain measures to face this problem, including the implementation of the Functional Airspace Block (FAB) concept and associated re-sectorization. In this regard, new Sectors have been implemented by Bahrain since 4 June 2009 with a new Central Sector encompassing the FAB which was identified in the middle of Bahrain FIR. However, the meeting noted that Bahrain is supporting the MID IFPS project, which would further improve the situation.

8.9 The meeting noted also that Egypt is facing some problems especially with the adjacent regions and that Egypt believes that the implementation of the MID IFPS project, would to a large extent solve these problems.

8.10 Based on the above, the meeting urged States to contribute to the finalisation of the IFPS feasibility study, in coordination with Bahrain and agreed to refer the subject to the CNS/ATM/IC SG/5 meeting for further review.

ATM/SAR/AIS SG/11
Appendix 8A to the Report on Agenda Item 8

UAE Position on IFPS/CFMU

The UAE did not consider the time ripe for ATFM or IFPS and summarised the regional CNS/ATM situation:

- Although the Communication situation generally is acceptable, gaps remain in the VHF coverage and most States do not have tangible programmes for CPDLC.
- In Navigation, current RNAV 5 implementation is far from realising the potential benefits of area navigation and only a couple of states have commenced operational introduction of RNAV 1.
- There are large gaps in the Region's MSSR coverage and only the UAE has operational ADS-B.
- ATM contentions about limited sector capacity appear to neglect the fundamental rule that when one sector reaches the maximum traffic it can handle safely, it should be divided to increase overall capacity. As a case in point the Emirates ACC has expanded its operational configuration from one sector 12 years ago to seven sectors in its new ACC, while no other ACC has made a similar expansion. Moreover, longitudinal spacing of 30 NM or even 5 minutes being applied in airspace with radar coverage is indicative of ample untapped capacity.

In this situation, with a wide range of available capacity-enhancing measures not being brought to bear, the UAE reiterated its position set out at MIDANPIRG/11 that pursuit of IFPS and CFMU programmes would not be appropriate.

REPORT ON AGENDA ITEM 9: CONTINGENCY PLANS

9.1 The meeting recalled that the provisions regarding contingency arrangements, which detail States' ATS obligations to develop and promulgate contingency plans for implementation in the event of disruption or potential disruption of ATS and supporting services, are contained in Chapter 2 and Attachment C to Annex 11.

9.2 The meeting recalled that MIDANPIRG/11 noted with appreciation that, since 2007 a number of States have provided the MID Regional Office with copies of their contingency plans, which indicates continuing efforts to comply with the provisions of Annex 11. The plans however, were still to be aligned with the agreed template and with all of the provisions of Annex 11.

9.3 The meeting noted that MIDANPIRG/11 acknowledged that one of the challenges contributing to the low pace in implementation of contingency plans was the process of consultation and agreements with adjacent FIRs/States. However, it was noted that progress has been achieved in this regard, since a number of States have signed contingency planning agreements with adjacent airspaces, and some had been prepared, circulated and were pending signature.

9.4 Accordingly, MIDANPIRG/11 agreed to the following Conclusion:

CONCLUSION 11/29: DEVELOPMENT AND PROMULGATION OF CONTINGENCY PLANS

That, taking into account that the applicability date for the Annex 11 and Annex 15 provision regarding contingency measures has past:

a) MID States are urged to develop and promulgate contingency plans in accordance with Annex 11 and Annex 15 provisions as soon as possible; and

b) use the template at Appendix 5.2I to the Report on Agenda Item for the development and promulgation of contingency plans.

9.5 The meeting noted with concern that during the past two years, the closure of a whole FIR was observed twice. This is partly due to the absence of national contingency measures/emergency plan. IATA raised also its concerns on this issue.

9.6 The meeting recognized that although the progress achieved in the implementation of contingency measures in the MID Region, effort should be pursued to comply with the provisions of Annex 11 and Annex 15 related to the promulgation of contingency plans using the Template endorsed by MIDANPIRG. Accordingly, the meeting agreed to propose to MIDANPIRG to close the above Conclusion 11/29 and to monitor the status of implementation of contingency plans through the continuous update of the list of air navigation deficiencies.

REPORT ON AGENDA ITEM 10: SEARCH AND RESCUE (SAR) AND CIVIL/MILITARY COORDINATION

Search and Rescue

10.1 The meeting recalled that States' obligations with regard to SAR are rooted, specifically, in Article 25 of the Convention. Furthermore, in support of the provision of Annex 12, the basic principles, operational requirements and planning criteria regarding search and rescue services, have been developed for the MID Region and are included in the MID Basic Air Navigation Plan (Doc 9708).

10.2 The meeting noted that, while the establishment of formal agreements between neighbouring States has the status of a *Recommendation* in Annex 12, in respect of the MID Region, the provision has been adopted as part of the MID Region ANP, following the MID LIM RAN 1996 Recommendation 3/7: *Cooperation between States*.

10.3 The meeting recalled that MIDANPIRG/11 was apprised of the difficulties facing States to comply with Annex 12 and MID Basic ANP provisions related to SAR agreements and recognized that the process of signing such agreements could be effectively facilitated through the development of enabling legislation.

10.4 The meeting recalled that MIDANPIRG/11 agreed to the establishment of a SAR Ad-hoc Working Group (SAR AWG) in order to address implementation challenges related to SAR, in particular to look more closely into the challenges and available proposals, to address them, develop recommendations to facilitate and foster implementation, and review the SAR requirements in the ANP with a view to updating and aligning them with the current provisions and needs of the Region.

10.5 Based on the above, MIDANPIRG/11 agreed to the following Conclusions and Decision:

CONCLUSION 11/30: SEARCH AND RESCUE (SAR) AGREEMENTS

That, in order to strengthen search and rescue cooperation and coordination, including the giving effect to ICAO provisions, in particular Annex 12 Chapter 3 and Recommendation 3/7 of LIM MID RAN-1996:

a) MID States are urged to sign SAR agreements with their neighbouring States;

b) MID States are urged to develop legislative and regulatory provisions to enable the signing of SAR agreements;

c) MID States designate SAR focal points with whom other States and ICAO can communicate and coordinate development of SAR agreements, forward contact details of the focal points to ICAO MID Regional Office by 30 June 2009, and update such details as necessary;

d) the model of SAR agreement available in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, reproduced at Appendix 5.2K to the Report on Agenda Item 5.2, to be used to guide States in the development of their own SAR agreements; and

e) ICAO assist States in their efforts to sign SAR agreements.

CONCLUSION 11/31: 406 MHZ BEACONS

That, in order to continue receiving beyond 1 February 2009, the Cospas-Sarsat services that are currently available to owners and users of 121.5/243 MHz ELTs, and to further benefit from the added services available to owners and users of 406 MHz beacons, MID States that have not already done so are urged to:

a) require ELT owners and users of 121.5/243 MHz ELTs to upgrade to 406 MHz ELTs as soon as possible, and register their 406 MHz ELTs in the International 406 MHz Registration Database (IBRD); and

b) designate to the Cospas-Sarsat Secretariat, an IBRD focal point and request Cospas-Sarsat for access to the IBRD in order to benefit from the services available.

DECISION 11/32: SAR AD-HOC WORKING GROUP (SAR AWG)

That, in order to review and develop updates to the MID ANP with regard to SAR requirements, as well as develop recommendations to foster implementation of provisions in the SAR field, the MID SAR Ad-Hoc Working Group is established with Terms of Reference (TOR) as at Appendix 5.2L to the Report on Agenda Item 5.2.

10.6 The meeting noted with appreciation that some progress has been achieved with regard to the signature of SAR agreements between neighbouring States, in accordance with Annex 12 and MID Basic ANP provisions. However, a number of SAR Agreements have not yet been signed. Accordingly, States were urged to pursue their efforts in order to eliminate the deficiencies related to the signature of SAR Agreements.

10.7 The meeting noted that the SAR Ad-hoc WG/1 meeting is tentatively scheduled to be held in Cairo in June 2010. Accordingly, the meeting agreed that the SAR AWG/1 meeting propose to MIDANPIRG appropriate follow-up actions with regard to MIDANPIRG/11 Conclusions and Decision related to SAR.

10.8 Based on the above the meeting agreed to the following Draft Decision:

DRAFT DECISION 11/10: FOLLOW UP ACTION ON IMPLEMENTATION OF SAR PROVISIONS IN THE MID REGION

That,

a) the SAR Ad-hoc WG/1 meeting propose necessary follow up action on MIDANPIRG/11 Conclusions and Decision related to SAR; and

b) the outcome of the SAR Ad-hoc WG/1meeting be reported directly to MIDANPIRG/12.

Civil/Military Coordination

10.9 The meeting was apprised of the latest developments related to Civil/Military coordination including the outcome of the Global Air Traffic Management Forum on Civil/Military Cooperation held in ICAO HQ, Montréal, 19 to 21 October 2009.

ATM/SAR/AIS SG/11
Report on Agenda Item 10

10.10 The meeting recalled that MIDANPIRG/11 re-iterated MIDANPIRG/10 Conclusions related to Civil/Military coordination with minor editorial changes as follows:

CONCLUSION 11/33: CIVIL/MILITARY COORDINATION

That, in order to facilitate effective civil/military co-ordination and joint use of airspace in accordance with ICAO provisions, MID States that have not already done so, are urged to:

a) implement ICAO provisions in Annexes 2, 11 and 15, and give effect to LIM MID (COM/MET/RAC) RAN 1996, Recommendations 2/9, 2/10 and 2/13 as well as Assembly Resolution A36-13 Appendix O, regarding coordination of civil air traffic with military activities;

b) arrange for Letters of Agreement (LOAs) to be signed between ATS authorities and Military authorities in order to establish coordination procedures for the exchange of information; and

c) take steps and arrange as necessary for the Military authorities to be:

i) fully involved in the airspace planning and management process;
ii) aware of the new developments in civil aviation; and
iii) involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.

CONCLUSION 11/34: COORDINATION OF FLIGHTS OPERATING OVER HIGH SEAS

That, taking into consideration that the Convention on International Civil Aviation shall be applicable to civil aircraft:

a) all parties involved are urged to ensure that proper coordination between the ATS authorities and foreign military units operating over the high seas be carried out to the extent practicable;
b) State aircraft operating in the airspace over high seas, should:

i) adhere, to the extent practicable, to ICAO provisions; or

ii) operate with "Due Regard" for the safety of navigation of civil aircraft where there are operational situations that do not lend themselves to ICAO flight procedures.

c) States report any incident/s relating to uncoordinated flights operating over high seas, in a timely manner (within 15 days) and in accordance with the suggested mechanism illustrated in the flow chart at Appendix 5.2N to the Report on Agenda Item 5.2.

CONCLUSION 11/35: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA

That,

a) the procedures at Appendix 5.2O to the Report on Agenda Item 5.2 be followed by all civil uncoordinated flights and, to the extent practicable, by military aircraft operating over the Red Sea area;

b) States, that have not yet done so, publish an AIP Supplement, as soon as possible, for the promulgation of these procedures;

c) IATA continue effort to ensuring that concerned operators are fully conversant with these procedures;

d) all parties involved, through their proper channels, take appropriate action to ensure that the airspace users are informed of and comply with the agreed procedures; and

e) States:

i) report without delay all incidents relating to civil uncoordinated flights over the Red Sea Area; and

ii) report any incident relating to State aircraft operating over the Red Sea Area, in a timely manner (within 15 days) and in accordance with the suggested mechanism illustrated in the flow chart at Appendix 5.2N to the Report on Agenda Item 5.2.

10.11 The meeting noted that the Global Air Traffic Management Forum on Civil/Military Cooperation highlighted that improved cooperation between civil and military authorities is one of the key conditions for increasing the effective use of available airspace. For civil aviation, it means being better equipped to meet the operational requirements of a safe and efficient air transportation system. For the military, it means meeting mission requirements safely and efficiently. A globally-harmonized air transport system, operating at maximum efficiency in terms of safety, security and sustainably begins with a commitment from both civil and military authorities to improve cooperation and coordination.

10.12 It was emphasized that the sharing of airspace between civil and military also features prominently in ICAO's vision of an integrated, harmonized and globally interoperable air traffic management system as laid out in the ATM Operational Concept and in the Global Air Navigation Plan. Key principles argue that:

- airspace should be a usable resource;
- any restriction on the use of a particular segment of airspace should be considered transitory; and
- all airspace should be managed flexibly with an equitable balance between civil and military users through strategic coordination and dynamic interaction.

10.13 Accordingly, the flexible concept for airspace use, combined with the soaring cost of fuel in recent years, has provided the motivation to rethink the traditional role of civil/military coordination and cooperation. The ultimate goal is to open up segregated airspace when it is not being

used for its originally-intended purpose which will allow for better airspace management and access for all users according to their needs without impeding the military's mission or operations. In addition to the advantages that increased flexibility and balance in airspace management will bring for airspace users, there is also a positive impact for the environment: shorter flights between city pairs will mean reduced fuel burn and less CO_2 emissions released into the atmosphere.

10.14 The meeting noted that the outcome of the Global Air Traffic Management Forum on Civil/Military Cooperation is available on the ICAO website at: http://www.icao.int/GATM-CIV/MIL/. The meeting further noted that the Forum agreed to the following main Conclusions and Recommendations:

- there is a clear consensus that the aviation community, civil as well as military, have expressed a need and desire to work together to enhance the use of the airspace to the mutual benefit of all airspace users, and that what is needed is:

  - cooperation;
  - collaboration;
  - commitment; and
  - trust

- Civil and military should endeavor to:

  - understand each other's needs;
  - Support each other in meeting objectives; and
  - Support a more seamless and Global ATM system.

- ICAO Regional Directors will further promote civil and military cooperation through the Planning and Implementation Regional Groups (PIRGs);

- to achieve success, State administrations, working with air navigation service providers and their militaries must take action:

  - establish political will;
  - develop institutional arrangements;
  - bring civil and military authorities together;
  - set performance objectives;
  - develop practical and operational measures; and
  - implement changes.

10.15 Based on the above, the meeting agreed to the following Conclusions which are proposed to replace and supersede MIDANPIRG Conclusions 11/33, 11/34 1nd 11/35:

DRAFT CONCLUSION 11/11: CIVIL/MILITARY COOPERATION

That, in order to facilitate effective civil/military cooperation and joint use of airspace in accordance with ICAO provisions, and in support of the ICAO's vision for an integrated, harmonized and globally interoperable air traffic management system as laid out in the ATM Operational Concept and in the Global Air Navigation Plan, MID States that have not yet done so, be urged to:

a) manage the airspace in a flexible manner with an equitable balance between civil and military users through strategic coordination and dynamic interaction, in order to open up segregated airspace when it is not being used for its originally-intended purpose and allow for better airspace management and access for all users according to their needs;

b) develop necessary institutional arrangements to foster civil/military cooperation; and

c) take steps and arrange as necessary for the Military authorities to be:

i) fully involved in the airspace planning and management process;

ii) aware of the new developments in civil aviation; and

iii) involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.

DRAFT CONCLUSION 11/12: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA

That, the ICAO MID Regional Office process a Proposal for Amendment to the Supplementary Procedures (Doc 7030) in order to include the procedures to be followed by all civil uncoordinated flights and, to the extent practicable, by military aircraft operating over the Red Sea Area, as shown at ***Appendix 10A*** *to the Report on Agenda Item 10.*

ATM/SAR/AIS SG/11
Appendix 10A to the Report on Agenda Item 10

PROCEDURES FOR THE HANDLING OF UNCOORDINATED FLIGHTS CROSSING THE RED SEA AREA

Uncoordinated flights operating within the Red Sea area shall implement the following procedures:

1. All uncoordinated flights over the Red Sea area should squawk the Radar Code A2000. IATA is assigned the task of notifying concerned airlines operating in this region of the importance of such issue. States are also requested to report to IATA and the MID RMA any aircraft that do not use the Radar Code A2000.

2. Uncoordinated flights should maintain a single flight level (FL) while crossing the Red Sea from south to north, namely FL300.

3. Uncoordinated flights should maintain a single flight level (FL) while crossing the Red Sea from north to south, namely FL290.

4. Uncoordinated flights crossing the Red Sea should provide their flight details on the working frequencies of the concerned Air Traffic Control Centres (ACCs), namely Sana'a, Jeddah, Khartoum, and Cairo and notify these Centres of the following data: call sign, direction, altitude, time of crossing the reporting points along the boundaries of the FIR.

5. Uncoordinated flights crossing the Red Sea should transmit their flight details 10 minutes prior to crossing the boundaries of the concerned FIR and the compulsory reporting points; in addition to listen on to the appropriate frequencies in order to identify other civil aircraft that may conflict with them and represent risk of collision.

6. Civil Aviation Authorities of the concerned States should instruct their ACCs to develop procedures for the communication of appropriate information regarding uncoordinated flights; survey and register irregularities by these uncoordinated flights; and find a mechanism in coordination with Regional Offices and other international bodies to commit these flights to conformity with the agreed recommendations.

7. Increase the awareness of Air Traffic Controllers at ACCs in the concerned States of this situation and of the potential risks; in addition to benefit from radar facilities for the monitoring of non-conforming flights.

8. All flights flying in the center of the Red Sea and maintaining RVSM Flight levels (between FL290-FL410) should be RVSM approved in accordance with the MID Region requirements.

9. Unless otherwise coordinated, all the abovementioned flights, in case of non-compliance with the Region's requirements for flying in an RVSM area, should be allocated two Flight levels, namely FL250 and FL260.

10. All navigational information regarding aircraft on direct routes in the center of the Red Sea and considered unidentified by the Air Traffic Control Centres should be sent via either AFTN or any other means.

11. *IATA will assist in requesting civil flights operating within Sana'a FIR to operate on established ATS routes.

12. The agreement above should be added in the form of Letters of Agreement (LOAs) between the ACCs of the concerned Arab States.

Note:-

- ** Included in the agreement at the request on Yemen*

REPORT ON AGENDA ITEM 11: LANGUAGE PROFICIENCY

11.1 The meeting recalled that the decision to address language proficiency for pilots and air traffic controllers is longstanding and was first made by the 32nd Session of the ICAO General Assembly in September 1998 as a direct response to several fatal accidents where the lack of proficiency in English was a causal factor.

11.2 On 5 March 2003, the ICAO Council adopted Amendment 164 to Annex 1. As of 5 March 2008, the ability to speak and understand the language used for radiotelephony that is currently required for pilots and air traffic controllers shall be demonstrated based on the ICAO language proficiency rating scale (at Level 4 or above). Additionally, since November 2003, Annex 10 has required the availability of English language at all stations on the ground serving designated airports and routes used by international air services.

11.3 The meeting noted the General Assembly Resolution A36-11 on Proficiency in the English language used for radiotelephony communications, as well as the language proficiency requirements set out in Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft*, Annex 10 — *Aeronautical Telecommunications* and Annex 11 — *Air Traffic Service*, urged States that are not in a position to comply with the language proficiency requirements by the applicability date (5 March 2008) to post on the ICAO website in accordance with the resolution's Associated Practices and ICAO guidance material their language proficiency implementation plans including their interim measures to mitigate risk, as required, for pilots, air traffic controllers and aeronautical station operators involved in international operations.

11.4 The resolution also directed the Council to provide guidelines to States on the development of implementation plans, including an explanation of the risk mitigation measures so as to enable States to post their plans as soon as practicable, but prior to 5 March 2008.

11.5 The implementation plan shall provide the steps to be taken by States will take to meet the requirements and to mitigate risks during a transition period from the applicability date until 5 March 2011.

11.6 Accordingly, MIDANPIRG/11 urged States to comply with requirements in accordance with the ICAO Assembly Resolutions and agreed to the following Conclusions:

CONCLUSION 11/36: ICAO LANGUAGE PROFICIENCY

That, with a view to expedite the process of implementation of the ICAO Language Proficiency requirements, States are urged to:

a) ensure that all stakeholders (pilots, controllers, language teachers, regulators etc.) are familiar with the ICAO language proficiency requirements;

b) adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) into national legislation;

c) establish a plan to coordinate administrative and training matters (testing, number of personnel to be trained, training centres, duration of training, etc.);

d) develop/select test(s) to meet ICAO language proficiency requirements;

e) assess current language proficiency level of controllers and pilots, according to the ICAO rating scale;

f) develop language training packages designed to reduce the gap between current language proficiency level and ICAO Level 4;

g) develop language training package to maintain language proficiency and a schedule of language refresher training;

h) review recruitment and selection procedures and consider a minimum of at least ICAO level 3 in language proficiency before entry to professional training programmes; and

i) present reports to ICAO on progress achieved in preparing for implementation of ICAO language proficiency requirements, on regular basis.

CONCLUSION 11/37: USE OF THE ENGLISH LANGUAGE STANDARD ICAO PHRASEOLOGY

That,

a) States are urged to ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and

b) in order to improve situational awareness and prevent the occurrence of ATS incidents and accidents, States are invited to implement measures that require or encourage air traffic controllers and pilots to:

i. use as much as possible the English language in aeronautical communication; and

ii. use only the English language in aeronautical communication, in all situations where at least one of the pilots in the environment (sector) does not speak the national language.

11.7 As a follow up to the MIDANPIRG/11 Conclusions, the MID Regional Office conducted a review and analysis on the posted plans of MID States. The table below gives details about the results of review:

States	**Status**	**Description**	**Remarks**
Bahrain	Completed		
Egypt	Completed		
Iran	Partial	Regulatory frame work partially implemented	Plan to complete in 2010
Iraq	Partial	SARPS related to regulatory framework	Plan to complete Dec 2009
Israel	Completed		
Jordan	Completed		
Kuwait	Partial	Annex 6 PART I-3.1.8 PART III-1.1.3	Implementation plans developed for ATC controllers only. No data for pilots involved in Int'l operations

States	Status	Description	Remarks
Lebanon	Partial	Annex 10 VOL II Annex 11	
Oman	Partial		In 2009 more than 70% of the operational ATC staff will have level 4. In 2010 /full implementation
Qatar	Completed		
Saudi Arabia	Completed		
Syria	Completed		
UAE	Completed		
Yemen	Partial	Annex I 2.9.4 ,2.9.6 ,2.9.7 and 5.1.1.1.2 XIII Annex 6 PART I-3.1.8 PART III-1.1.3 Annex 11 3,29.1	Completion date of Annex 1 and 6 /2009 Completion date for Annex 11/2010

11.8 Based on the above, the meeting recognized that although good progress has been achieved in the implementation of ICAO ELP provisions in the MID Region, States that have not yet completed the implementation shall take necessary measures to ensure compliance with the requirements before 5 March 2011 and accordingly, agreed to the following Draft Conclusion, which is proposed to replace and supersede MIDANPIRG Conclusions 11/36 and 11/37:

DRAFT CONCLUSION 11/13: USE OF THE ENGLISH LANGUAGE AND STANDARD ICAO PHRASEOLOGY

That, in order to expedite the process of implementation of the ICAO Language Proficiency requirements, MID States that have not already done so be urged to:

a) adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) in their national legislation;

b) assess current language proficiency level of air traffic controllers and pilots, according to the ICAO rating scale;

c) ensure that all stakeholders (pilots, air traffic controllers, language teachers, regulators, etc.) are familiar with the ICAO language proficiency requirements;

d) ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and

e) *present on regular basis reports to ICAO MID Regional Office on the progress achieved in preparing for implementation of ICAO language proficiency requirements.*

REPORT ON AGENDA ITEM 12: AIS/MAP Issues

12.1 The meeting reviewed the outcome of the AIS/MAP TF/5 meeting held in Tehran, Iran Islamic Republic of, from 5 to 7 May 2009.

12.2 With respect to the status of implementation of the AIRAC system, the meeting recalled that MIDANPIRG/11 recognized that late receipt of aeronautical information continued to be a problem for the aviation community in the MID Region. It was also noted that the AIRAC procedures were not fully adhered to by a number of MID States.

12.3 The meeting re-emphasized that the lack of coordination between AIS and the technical departments providing the raw material to the AIS for promulgation represents the main reason for non-compliance with the AIRAC procedures. In this regard, the meeting reiterated that the signature of Service Level Agreements (SLA) between AIS and the data originators would, to a large extent, solve this deficiency.

12.4 The meeting further noted that the aeronautical information published by States needs to be compiled by the Commercial Data providers, such as Jeppesen, in order to be packed and included in the FMS database. This needs a minimum of 20 days prior to the implementation date.

12.5 Based on the above, the meeting agreed to the following Draft Conclusion, which is proposed to replace and supersede MIDANPIRG/11 Conclusion 11/40:

DRAFT CONCLUSION 11/14: IMPROVEMENT OF THE ADHERENCE TO THE AIRAC SYSTEM

That, in order to improve the adherence to the AIRAC System, States, that have not yet done so, be urged to:

a) fully comply with the AIRAC procedures, in accordance with the provisions of Annex 15 and the MID Basic ANP Chapter VIII;

b) organize awareness campaigns involving AIS and all technical Departments providing the raw data to the AIS for promulgation; and

c) arrange for the signature of Service Level Agreements (SLA) between AIS and the data originators.

12.6 The meeting recalled that States were encouraged by MIDANPIRG to use the public internet for the advance publication of those elements of the Integrated Aeronautical Information Package containing non-time critical aeronautical information. The meeting noted with appreciation that electronic copies of the majority of States' AIPs are available in an electronic format on CD-ROM and/or on the web. The table below gives details about the use of internet for the publication of aeronautical information by MID States:

	AIS email address	AIS website	Remarks
Bahrain	aisadmin@caa.gov.bh	www.caa.gov.com.bh/ais	Well updated AIP; available on the web and on CD
Egypt	ais@nansceg.org	www.nansceg.org	Well updated AIP; available on the web and on CD
Iran	ais_iran@airport.ir	http://ais.airport.ir	Well updated AIP; available on the web and on CD
Iraq	hisham.icaa@yahoo.com	www.ramcc.dtic.mil	An electronic version of the AIP not fully compliant with Annex 15 requirements is available on the web
Israel			AIP generally up-to-date; available on the web
Jordan	ais.hq@carc.gov.jo	www.carc.gov.jo	Well updated AIP; available on the web
Kuwait	ais@kuwait-airport.com.kw	www.kuwait-airport.com.kw	Well updated AIP; available on the web and on CD
Lebanon	ais@beirutairport.gov.lb		AIP generally up-to-date, and available on CD
Oman	briefing@dgcam.gov.om		Well updated AIP, available on CD
Qatar	doha.ais@caa.gov.qa aisadmin@bahrain.gov.bh	www.caa.gov.qa	(AIP maintained by Bahrain, available on the web and on CD)
Saudi Arabia	ais@gaca.gov.sa	www.gaca.gov.sa	– Well updated AIP, available on CD; – Web-based briefings
Syria	ghadeer72@hotmail.com		– AIP not regularly updated; – AIP not available on an electronic means (CD or website). – Some inconsistencies noted
UAE	ais@szc.gcaa.ae	www.gcaa.ae	– Well updated AIP; – AIP not available on an electronic means (CD or website);

	AIS email address	AIS website	Remarks
			– AICs, SUPs and NOTAM Summaries available on the web
Yemen			– AIP generally up-to-date; – AIP not available on an electronic means (CD or website); – Some inconsistencies noted

12.7 The meeting recalled that MIDANPIRG/11, through Conclusion 11/4 requested Bahrain, in coordination with ICAO, to explore ways and means for improving the efficiency of the ICAO MID Forum and investigate the possibility of using the ICAO MID Forum for the posting of AIS publications by States. The meeting further noted that, as a follow-up action to MIDANPIRG/11 Conclusions 11/4 and 11/39, the ICAO MID Regional Office sent State Letter Ref.: AN 8/4 – 09/133 dated 16 April 2009, inviting States to keep the Office informed of their intentions/suggestions related to the use of the ICAO MID Forum for the posting of the AIS publications. However, no reply was received from States in this respect.

12.8 The meeting supported the views of the AIS/MAP TF/5 meeting regarding the non feasibility of posting all AIS publications on the ICAO MID Forum since this would raise a cost-recovery and copy right issue. The meeting agreed to the proposals of the AIS/MAP TF/5 meeting with a view to improve the ICAO MID Forum, as follows:

- the creation of special links to the MID States Civil Aviation Authorities' websites;
- the creation of a special page for AIS/AIM services with a special link to the MID States' AIS websites;
- provide States the possibility to post on the ICAO MID Forum AIS page, the information/AIS publications that they consider important for the benefit of safety to be posted on this forum;
- manage the restricted access to the Forum by providing a personal username and password to each Member of the Forum, in addition to the usernames and passwords provided to each State and which allow the posting of some AIS publications on the AIS page of the Forum; and
- dissemination of an automatic email to be sent to the different Members of the Forum, whenever a new message, query, information, publication, etc, is posted on the Forum.

12.9 Accordingly, the meeting urged States to make use and take full benefit of the ICAO MID Forum especially for the exchange of information and sharing of experience related to eTOD, QMS and AIS automation. In this regard, the meeting recognized that the improvement of the Forum would be efficient only if it's based on feedback received from States/users.

12.10 With regard to the provision of pre-flight information services, the meeting recognized that a number of Aerodrome AIS Units have not yet been established in accordance with the MID FASID Table AIS 1 and that the quality of the services provided by the States' AIS Briefing Offices is still far below user requirements. However, it was highlighted that with the use of AIS automation, pre-flight information service could be provided remotely using web-based applications, internet, etc, and that the physical establishment of an AIS Aerodrome Unit for each aerodrome used for international operations should not be a must. Accordingly, the meeting agreed that the AIS/MAP Task Force should look into this subject and carry out a review of the whole content of the MID Basic ANP and FASID related to AIS/MAP with a view to accommodate with the latest developments including the transition from AIS to AIM. Nevertheless, the meeting re-emphasized that the only way to improve the quality of the services provided by AIS Briefing Offices would be the implementation of AIS automation, QMS and the provision of tailored products meeting the user requirements.

12.11 Based on the above, the meeting recognized that although the progress achieved in the implementation of the required AIS/MAP facilities and services in the MID Region, concern is still expressed about a number of issues, mainly:

- number of AIPs are not regularly updated;
- the adherence to the AIRAC system is still below expectations; and
- pre-flight briefings are even not available or provided in a way which is not meeting the user requirements.

12.12 In connection with the above, the meeting re-iterated MIDANPIRG/11 Conclusion 11/39. However, taking into consideration that States have been already invited to take necessary action to comply with this Conclusion, the meeting agreed to propose to MIDANPIRG/12 to close it.

WGS-84 implementation

12.13 The meeting reviewed and updated the status of implementation of WGS-84 in the MID Region as at **Appendix 12A** to the Report on Agenda Item 12. It was highlighted that:

a) six (6) States have fully implemented WGS-84 including the geoid undulation;

b) seven (7) States have implemented the majority of WGS-84 requirements; however, one or two elements (geoid undulation, quality system) are not yet implemented; and

c) one (1) State has partially implemented WGS-84.

12.14 The meeting recalled that, taking into consideration the status of implementation of WGS-84 in the MID Region, MIDANPIRG/11, through Conclusion 11/42, underlined that the implementation of WGS-84 is an important pre-requisite for the implementation of Performance Based Navigation (PBN) and urged those States that have not yet completed the implementation of WGS-84 to accord high priority to this project and to expedite the process of full implementation of WGS-84, with a view to achieve the total implementation of the System prior to 31 December 2010.

12.15 The meeting noted that, as a follow-up action to MIDANPIRG/11 Conclusion 11/42, the ICAO MID Regional Office sent State Letter Ref.: AN 8/1.1 – 09/128 dated 14 April 2009 to concerned States urging them to send their WGS-84 implementation plan and to take necessary measures to meet the deadline of 31 December 2010 for the achievement of a full implementation of the WGS-84 system in the MID Region. The meeting noted that Iraq, Israel, Saudi Arabia and Syria replied to the above-mentioned State Letter. Accordingly, the meeting agreed to propose to MIDANPIRG/12 to close the above-mentioned Conclusion.

12.16 The meeting recalled that, further to the approval of the proposal for amendment of the MID Basic ANP 08/05-AOP, MIDANPIRG/11, through Conclusion 11/13, agreed that the ICAO MID Regional Office, on behalf of MIDANPIRG, initiate all necessary Amendment Proposals to the MID Basic ANP and FASID, prior to MIDANPIRG/12, in order to update the AIS, AOP, ATM, CNS and MET Tables. Accordingly, the meeting reviewed and updated the MID FASID AIS Tables at **Appendix 12B** to the Report on Agenda Item 12 and agreed to the following Draft Decision:

DRAFT CONCLUSION 11/15: DRAFT PROPOSAL FOR AMENDMENT TO THE MID FASID, PART VIII (AIS TABLES)

That, in accordance with MIDANPIRG/11 Conclusion 11/13, the ICAO MID Regional Office, on behalf of MIDANPIRG, initiate the process of a Proposal For Amendment to the MID FASID, Part VIII (AIS), based on:

*a) the MID FASID AIS Tables at **Appendix 12B** to the Report on Agenda Item 12; and*

*b) the updates received from States prior to **31 January 2010**.*

Implementation of Quality Management System (QMS)

12.17 The meeting recalled that MIDANPIRG/11 underlined the requirements for the implementation of QMS for AIS/MAP services and highlighted that the provision of quality assured and timely aeronautical information/data to the aviation community is a significant enabling activity for the globalization of ATM.

12.18 It was recognized that, while the importance and need for the provision of high quality aeronautical information is gaining momentum, the implementation of QMS by the MID States' AISs is far below expectations. The status of implementation of QMS in the MID Region is summarized as follows:

	Not started	Planning	Ongoing/ partially implemented	Implemented	Certified	Remarks
Bahrain					√	
Egypt					√	
Iran					√	
Iraq	√					
Israel	√					
Jordan			√			
Kuwait		√				

	Not started	Planning	Ongoing/ partially implemented	Implemented	Certified	Remarks
Lebanon		√				
Oman		√				
Qatar		√				
Saudi Arabia			√			
Syria		√				
UAE					√	The QMS implemented is not fully compliant with Annex 15 requirements
Yemen		√				

12.19 The meeting recalled that MIDANPIRG/11 noted that EUROCONTROL, through the Controlled and Harmonized Aeronautical Information Network project "CHAIN", supported the European States in meeting ICAO requirements related to QMS (awareness campaigns, development of guidelines, development of Computer Based Training "CBT", etc).

12.20 In connection with the above, the meeting noted that MIDANPIRG/11 urged those States that have not yet done so, to implement the required QMS in accordance with the guidance provided by both the Methodology for the implementation of QMS at **Appendix 12C** to the Report on Agenda Item 12 and the CHAIN deliverables. Accordingly, MIDANPIRG/11 agreed to the following Conclusion:

CONCLUSION 11/46: IMPLEMENTATION OF QMS WITHIN MID STATES' AISs

That, in accordance with Annex 15 provisions, States, that have not yet done so, are urged to implement/complete the implementation of a QMS within their AIS, before December 2010, based on the methodology for the implementation of QMS at Appendix 5.3F to the Report on Agenda Item 5.3 and the EUROCONTROL CHAIN deliverables.

12.21 The meeting noted that as a follow-up action to the above Conclusion, the ICAO MID Regional Office sent State Letter Ref.: AN 8/4.1 – 09/213 dated 30 June 2009 to all concerned States, requesting them to inform the MID Office, before 30 September 2009, about the status of implementation of QMS in their AISs and to provide an implementation plan showing clearly the implementation dates of the different phases of the project (as detailed in the methodology endorsed by MIDANPIRG). It was noted with concern that only Jordan replied to the above-mentioned State Letter.

12.22 Based on the above, the meeting agreed to propose to MIDANPIRG/12 to close the above-Conclusion.

12.23 The meeting reviewed the Terms of Reference (TOR) of the QMS Implementation Action Group (QMS AG at **Appendix 12D** to the Report on Agenda Item 12, as updated by the AIS/MAP TF/5 meeting. In this regard, it was recalled that the QMS AG was established with a view to support the implementation of QMS in compliance with the ISO 9000 requirements within MID States' AISs. However, the meeting noted that the activities of the Action Group were very limited and that the tasks assigned to it were not completed. Accordingly, the meeting urged States to provide more input and support to the Action Group and encouraged the Members of the Action Group to use the electronic means of communication, including the ICAO MID Forum, for the exchange of information related to QMS and the sharing of experiences. In this regard, the meeting noted with appreciation the experiences of Iran and Jordan for the implementation of QMS and encouraged the Members of the QMS AG to benefit from the experience of those States that have already implemented a QMS or are in an advance phase of implementation. The importance of the commitment of the high level Management including the development of a quality policy as well as the convening of awareness campaigns and training programmes related to QMS were particularly highlighted. Accordingly, the meeting agreed to the following Draft Conclusion and Decision:

DRAFT CONCLUSION 11/16: AWARENESS CAMPAIGNS AND TRAINING PROGRAMMES ON QMS

That, MID States be invited to organize, at the National level, awareness campaigns and training programmes with the support of ICAO and the QMS Implementation Action Group (QMS AG), to promote and expedite the process of implementation of QMS for AIS.

DRAFT DECISION 11/17: TERMS OF REFERENCE OF THE QMS IMPLEMENTATION ACTION GROUP

*That, the Terms of Reference of the QMS Implementation Action Group (QMS AG) be updated as at **Appendix 12D** to the Report on Agenda Item 12.*

Licensing of the AIS/MAP Personnel

12.24 Recognizing the importance of AIS as an essential foundation block of the future ATM operational concept and the safety implication of the non-provision of timely and high quality aeronautical information, and taking into consideration Annex 15 requirements for the evaluation and maintenance of the competence/skills of the AIS staff, MIDANPIRG/10 was of view that AIS/MAP personnel should be licensed and through Conclusion 10/53, invited ICAO to consider the introduction of the licensing of the AIS/MAP personnel as a Recommended Practice in Annex 1.

12.25 The meeting recalled that the Air Navigation Commission (ANC) during its review of the MIDANPIRG/10 Report and especially Conclusion 10/53 recognized that the competency of personnel involved in safety critical activities was paramount, but that such competencies could be achieved without licensing.

12.26 The meeting further noted that MIDANPIRG/11, notwithstanding the decision of the ANC, through Conclusion 11/47, encouraged States to include in their national regulations provisions related to the licensing of the AIS/MAP personnel. Accordingly, the meeting considered that action has been taken in this respect and that States that wish to do so, may opt for the licensing of their AIS/MAP personnel and agreed to propose to MIDANPIRG/12 to close MIDANPIRG/11 Conclusion 11/47.

AIS Automation

12.27 The meeting noted that the AIS/MAP TF/5 meeting underlined the importance of implementation of AIS automation, as an important pre-requisite for the transition from AIS to AIM, reviewed the status of implementation of AIS automation in the MID Region and developed some guidance for States to expedite the implementation of AIS automation in the MID Region. In this regard, the AIS/MAP TF/5 meeting recognized that the level of introduction of automation by the MID States' AISs is still far below expectations. With a view to enhance the level of automation within MID States AISs, and in order to overcome the deficiencies related to aeronautical information/data still processed manually, the meeting urged States to accord high priority to the implementation of AIS automation in compliance with the MID Basic ANP/FASID provisions and MIDANPIRG requirements, taking into account the experience and implementation strategies/techniques being adopted in adjacent States and Regions.

12.28 The meeting reviewed the status of implementation of AIS automation in the MID Region as updated by the AIS/MAP TF/5 meeting.

12.29 The meeting noted that the EUROCONTROL eAIP specification is compatible with the ICAO requirements for AIP content and structure, as laid down in Annex 15, and enforces a strict application of these requirements. The meeting recalled that the AIS/MAP TF/4 meeting was apprised of the eAIP advantages for both producers and users. It was further noted that a series of eAIP Manuals and proof of concept tools are available on the EUROCONTROL website at: www.eurocontrol.int/eaip. Accordingly, MIDANPIRG/11, through Conclusion 11/48, encouraged States to use this guidance material for the development of their eAIPs.

12.30 The meeting noted that Amendment 36 to Annex 15 would introduce some changes related to AIS automation. In this regard, it was highlighted that the provision of automated pre-flight information service would be upgraded to a Standard. It was noted that this represents a signal that the transition to AIM has begun and that the introduction of automation enabling digital data exchange needs to be started in States.

12.31 The meeting further noted that the Amendment 36 to Annex 15 would include a Recommendation for the provision of an eAIP, which is based on a format that allows for digital data exchange. It is considered that clear provisions and guidance are necessary to prevent proliferation of eAIP formats and that a standard layout would simplify access by users. Accordingly, the proposal specifies that when the eAIP is provided, the information contained in the eAIP shall follow the content and structure of the paper AIP as specified in Annex 15, Appendix 1. It was also noted that, in this Appendix 1, the contact information in the AIP for designated authorities and responsible services has been updated to include e-mail and website addresses and discontinue the inclusion of telex numbers, as requested by MIDANPIRG, through Conclusion 10/50.

12.32 The meeting recalled that MIDANPIRG/11, through Conclusion 11/49, encouraged the EMAC States (Egypt, Jordan, Lebanon and Syria) to initiate formal coordination with EUROCONTROL and take appropriate actions in order to be connected to the European AIS Database (EAD). In this regard, the meeting was informed about the actions carried out by Egypt and Jordan, in coordination with EUROCONTROL, in order to be connected to the EAD. The meeting noted also that Syria has also started to coordinate with EUROCONTROL with a view to be connected to the EAD.

12.33 Based on the above, the meeting agreed to propose to MIDANPIRG/12 to close MIDANPIRG/11 Conclusion 11/48 and 11/49.

12.34 The meeting recalled that MIDANPIRG/11, through Decision 11/50, agreed to the establishment of an AIS Automation Action Group (AISA AG). However, the meeting noted with concern that the activities of the Action Group were very limited and that the tasks assigned to it were not completed. It was highlighted that the AISA AG was established with a view to foster and harmonize the implementation of AIS Automation in the MID Region. The AISA AG should represent a forum for discussion, brainstorming, exchange of experience and sharing of information related to AIS Automation. The final objective of the AISA AG is to develop a cohesive and comprehensive AIS Automation Plan for the MID Region. To reach the above-mentioned goals, the meeting agreed that the Members of the AISA AG should be committed to contribute to the activities of the Action Group. Accordingly, the meeting urged States to provide more input and support to the Action Group and encouraged its Members to use all means of communications for the exchange of information and sharing of experiences related to AIS automation (e-mails, ICAO MID Forum, teleconferencing, etc). Accordingly, the meeting reviewed and updated the TOR of the AISA AG as at **Appendix 12E** to the Report on Agenda Item 12 and agreed to the following Draft Decision, which is proposed to replace and supersede MIDANPIRG/11 Decision 11/50:

DRAFT DECISION 11/18: TERMS OF REFERENCE OF THE AIS AUTOMATION ACTION GROUP

*That, the Terms of Reference of the AIS Automation Action Group (AISA AG) be updated as at **Appendix 12E** to the Report on Agenda Item 12.*

Electronic Terrain and Obstacle Data (eTOD)

12.35 The meeting was apprised of the outcome of the Second meeting of the eTOD Working Group (Tehran, Iran, Islamic Republic of, 3 - 4 May 2009), as reviewed and endorsed by the AIS/MAP TF/5 meeting.

12.36 The meeting noted that the eTOD WG/2 meeting was apprised of the outcome of the EUROCONTROL Terrain and Obstacle Data Working Group (TOD WG) as well as the AIS-AIM SG/1 meeting (Montreal, 2-4 December 2008) related to eTOD.

12.37 The meeting noted that Amendment 36 to Annex 15 would introduce important changes to Chapter 10 related to eTOD. The meeting particularly noted that in the proposed Draft Amendment 36 to Annex 15, Area 2 would be divided into four sub-areas as follows:

- Area 2a is described as a rectangular area around the runway extending to 255m each side of the runway centre line with the length of the runway strip plus any clearway(s) that exist;

- Area 2b is described as a surface with a 1.2% slope extending from the ends of Area 2a with a length of 10km and a splay of 15% to each side;

- Area 2c is described as an Area with a 1.2% slope extending outside Area 2a and Area 2b at a distance of not more than 10 km to the boundary of Area 2a; and

– Area 2d is described as the remainder of Area 2 outside the Areas 2a, 2b and 2c up to a distance of 45km from the ARP, or the TMA boundary, whichever is smaller.

12.38 The meeting noted the support of the eTOD WG/2 and AIS/MAP TF/5 meeting to the proposal to postpone the applicability date related to eTOD provisions for Area 2 and Area 3, from 18 November 2010 to 15 November 2012.

12.39 The meeting highlighted that some of the legal and institutional issues pertaining to eTOD are still not addressed. Accordingly, States were urged to look into these issues when developing their national regulations related to eTOD.

12.40 The meeting reviewed and endorsed the eTOD checklist at **Appendix 12F** to the Report on Agenda Item 12, in order to assist States in the process of planning and implementation of eTOD provisions and agreed accordingly to the following Draft Conclusion:

DRAFT CONCLUSION 11/19: eTOD CHECKLIST

*That, MID States be encouraged to use the eTOD checklist at **Appendix 12F** to the Report on Agenda Item 12 in order to assist them in the process of planning and implementation of the eTOD provisions.*

12.41 The meeting highlighted that the implementation of eTOD provisions is a challenge for all concerned. It was also recognized that some of those who should be involved in the implementation process were not aware of the responsibilities that they might have and that only a small cross section of those affected were fully aware of the implications and the new responsibilities arising. Furthermore, as a result of the nature of the task and the new technologies and standards that are involved, it was underlined that many stakeholders require training to enable them to perform the tasks for which they are responsible.

12.42 Based on the above the meeting agreed that States should organize awareness campaigns and training events (workshops) involving all concerned personnel from within and outside the Civil Aviation Authority in order to provide an overview of the technical, legal, institutional and financial issues related to eTOD as well as of the actions that need to be taken in implementing eTOD and to bring a high-level understanding of the associated topics. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/20: eTOD AWARENESS CAMPAIGNS

That, for the sake of an efficient and harmonized implementation of eTOD, MID States be invited to organize, at the National Level and, to the extent possible co-operatively, awareness campaigns and training programmes (seminars, workshops, etc) to promote and expedite the process of eTOD implementation.

12.43 The meeting reviewed and updated the MID Region AIS/MAP Timelines related to eTOD as at **Appendix 12G** to the Report on Agenda Item 12. It was noted in this regard that no State from the MID Region has notified ICAO of a difference to the provisions of Annex 15, Chapter 10. It was also noted that the majority of States will not be able to implement the eTOD provisions related to Area 2 and Area 3 before November 2012. In this regard, the meeting noted with appreciation that Qatar has already implemented the eTOD provisions related to Area 2, Area 3 and Area 4 and that eTOD data would be available on the Qatar Civil Aviation Authority website as of 1 January 2010.

12.44 The meeting recalled that the MID Region eTOD Implementation Strategy at **Appendix 12H** to the Report on Agenda Item 12 was reviewed and endorsed by MIDANPIRG/11 through Conclusion 11/43. The meeting urged States to comply with the MID Region eTOD Implementation Strategy. It was further recalled that MIDANPIRG/11, based on a Recommendation from the First Meeting of the MIDANPIRG Steering Group (MSG/1) held in Dubai, 1-3 July 2008, agreed that the MIDANPIRG Conclusions and Decisions which are of general nature and their status of implementation would be "Ongoing" for many years are more suitable for inclusion in the Air Navigation Plan, Handbooks, Manuals, Guidelines, etc, as appropriate.

12.45 Based on the above, the meeting reviewed the draft proposal for amendment to the MID Basic ANP at **Appendix 12I** to the Report on Agenda Item 12, with a view to introduce a new part related to eTOD based on the MID Region eTOD Implementation Strategy and agreed accordingly to the following Draft Conclusion, which is proposed to replace and supersede MIDANPIRG/11 Conclusion 11/43:

DRAFT CONCLUSION 11/21: PROPOSAL FOR AMENDMENT TO THE MID BASIC ANP (DOC 9708) RELATED TO eTOD

*That, the ICAO MID Regional Office, on behalf of MIDANPIRG, process the draft proposal for amendment to the MID Basic ANP (Part VIII) at **Appendix 12I** to the Report on Agenda Item 12, in accordance with standard procedure.*

12.46 The meeting recalled that MIDANPIRG/11, through Conclusion 11/44, invited ICAO to consider the inclusion of a Draft FASID Table related to the implementation of eTOD into the MID FASID, Part VIII (AIS), with necessary amendments, as appropriate.

12.47 The meeting agreed that, in accordance with MIDANPIRG/11 Conclusion 11/13, the MID FASID Table AIS 9 at **Appendix 12J** to the Report on Agenda Item 12 be included as part of the Proposal for Amendment to the MID FASID AIS Tables (Draft Conclusion 11/14 refers). Accordingly, the meeting agreed to propose to MIDANPIRG to close MIDANPIRG/11 Conclusion 11/44.

12.48 The meeting recalled that MIDANPIRG/10, under Decision 10/58 established the eTOD Working Group, with a view to, inter-alia, harmonize, coordinate and support the eTOD implementation activities on a regional basis. Noting that the majority of the Tasks assigned to the eTOD Working Group have been completed, the meeting agreed to dissolve the eTOD Working Group and include the remaining eTOD tasks which have not yet been completed into the Work Programme of the AIS/MAP Task Force. Accordingly, the meeting agreed to the following Draft Decision, which is proposed to replace and supersede MIDANPIRG/11 Decision 11/45:

DRAFT DECISION 11/22: DISSOLUTION OF THE eTOD WORKING GROUP

That, noting that the majority of the Tasks assigned to the eTOD Working Group have been completed:

a) the eTOD Working Group is dissolved; and

b) the eTOD tasks which have not yet been completed be included into the Work Programme of the AIS/MAP Task Force.

Aeronautical Information Management (AIM)

12.49 The meeting was apprised of the latest developments related to the transition from AIS to AIM. The meeting recalled that on 20 March 2008, ANC, agreed to the establishment of the AIS-AIM Study Group (AIS-AIMSG), which held its First meeting in Montreal, Canada, 2 to 4 December 2008.

12.50 The meeting noted also that the AIS-AIMSG/2 meeting is being held in Montreal, 10-13 November 2009.

12.51 The meeting noted that the AIS/MAP TF/5 meeting recalled that the ANC noted the Roadmap for the transition from AIS to AIM, which is available at: http://www.icao.int/anb/AIM/. It was highlighted that the Roadmap for the transition from AIS to AIM has been developed to address in greater detail the direction given for aeronautical information in the Global Air Navigation Plan (Doc 9750). It is intended as a high-level document to provide a framework for States in their evolution towards AIM, and to clarify the purpose and scope of the transition. The roadmap identifies the major milestones towards a uniform global evolution to AIM and indicates specific steps and timelines for implementation. The roadmap is intended to serve as a strategic positioning initiative to add impetus to the continuing improvement of aeronautical information services in terms of quality, integrity and definition of new services and products to better serve aeronautical users. The expectations are that the transition to AIM will not involve many changes in terms of the scope of information to be distributed. The major change will be the increased emphasis on data distribution.

12.52 The meeting noted that three phases with 21 Steps are envisaged for States and ICAO to complete the transition to AIM:

Phase 1 — Consolidation
Phase 2 — Going digital
Phase 3 — Information management

12.53 In the first phase, existing standards will need to be refined and strengthened and their implementation in all States ensured. This will concern mainly: quality requirements; AIRAC adherence; the implementation of WGS-84 and the provision of terrain and obstacle data. The projects in the first phase will be conducted to identify potential gaps in order to focus on near-term work programme activities.

12.54 During Phase 2 of the transition to AIM, the main focus will be on the establishment of data-driven processes for the production of the current products in all States. States that have not yet done so will be encouraged “to go digital” by using computer technology or digital communications and introducing structured digital data from databases into their production processes. The emphasis will, therefore, not be on the introduction of new products or services but will be on the introduction of highly structured databases and tools such as geographic information systems. An aeronautical information conceptual model will provide guidance for States to implement such digital databases.

12.55 During Phase 3, steps will be taken to enable future AIM functions in States to address the new requirements that will be needed to implement the Global Air Traffic Management Operational Concept in a net-centric information environment. The digital databases introduced in Phase 2 will be used for the transfer of information in the form of digital data. This will require the

adoption of a Standard for an aeronautical data exchange model to ensure interoperability between all systems not only for the exchange of full aeronautical data sets, but also for short-term notification of changes.

12.56 The meeting recalled that a MID AIM Seminar was successfully held in Cairo from 21 to 23 October 2008. MIDANPIRG/11 noted that the Seminar addressed important subjects related to the transition from AIS to AIM and agreed that the AIS/MAP Task Force should review the Executive Summary of the MID AIM Seminar and take necessary follow up actions.

12.57 Based on the above, the meeting agreed to the following Draft Conclusion and Decision which are proposed to replace and supersede MIDANPIRG/11 Conclusion 11/51 and Decision 11/52:

DRAFT CONCLUSION 11/23: TRANSITION FROM AIS TO AIM

That, recognizing the limitations of the current AIS, which does not meet the new global ATM system requirements envisioned by the ATM Operational Concept, and taking into consideration the ICAO Roadmap for the transition from AIS to AIM:

*a) MID States, that have not yet done so, be urged to develop national plans to implement the transition from AIS to AIM and send them to the ICAO MID Regional Office before **31 January 2010**; and*

b) the AIS/MAP Task Force monitor the progress of transition from AIS to AIM in the MID Region and supports regional and national planning.

DRAFT DECISION 11/24: PLANNING FOR THE TRANSITION FROM AIS TO AIM

That, based on the ICAO Global ATM Operational Concept and the ICAO Roadmap for the transition from AIS to AIM, the AIS/MAP Task Force:

a) develop performance goals for the transition from AIS to AIM in the MID Region and identify achievable Milestones; and

b) carry out a review of the AIS parts of the MID Basic ANP and FASID in order to introduce/develop planning material related to the transition from AIS to AIM.

12.58 The meeting noted that the AIS/MAP TF/5 meeting agreed that a State Letter is to be issued by the ICAO MID Regional Office, requesting States to develop national plans to implement the transition from AIS to AIM and encouraging them to host the Global AIM Congress in 2012. Accordingly, State Letter Ref.: AN 8/4.2 – 09/185 dated 10 June 2009 was sent to all States. The meeting noted that few States replied to the State Letter. Bahrain, Kuwait and Iran provided their National AIM Plan/Roadmap and Egypt offered to host the Global AIM Congress in 2012. Accordingly, the meeting agreed that, in accordance with the AIS/MAP TF/5 meeting Draft Conclusion 5/11, the ICAO MID Regional Office is to inform EUROCONTROL and the AIM Congress Consortium of Egypt's willingness to host the AIM Congress in 2012.

Terms of Reference (TOR) and Work Programme of the AIS/MAP Task Force

12.59 Taking into consideration the new requirements for the transition from AIS to AIM and the latest developments in the AIS/MAP field, the meeting reviewed and updated the Terms of Reference and Work Programme of the AIS/MAP Task Force as at **Appendix 12K** to the Report on Agenda Item 12 and agreed to the following Draft Decision, which is proposed to replace and supersede MIDANPIRG/11 Decision 11/54:

DRAFT DECISION 11/25: TERMS OF REFERENCE OF THE AIS/MAP TASK FORCE

*That, the Terms of Reference and Work Programme of the AIS/MAP Task Force be updated as at **Appendix 12K** to the Report on Agenda Item 12.*

12.60 The meeting recalled that the AIS/MAP TF/5 meeting inquired if it was time to rename the AIS/MAP Task Force to AIM Task Force and agreed that this could be decided by the AIS/MAP TF/6 meeting. The meeting supported this decision and agreed that it's still premature to rename the AIS/MAP Task Force.

ATM/SAR/AIS SG/11
Appendix 12A to the Report on Agenda Item 12

STATUS OF IMPLEMENTATION OF WGS-84 IN THE MID REGION

	FIR	ENR	TMA/CTA/CTZ	APP	RWY	AD/HEL	GUND	QUALITY SYSTEM	AIP	REMARKS
BAHRAIN	F	F	F	F	F	F	F	F	F	
EGYPT	F	F	F	F	F	F	F	F	F	
IRAN	F	F	F	N	F	F	F	F	F	
IRAQ	P	P	P	P	P	P	N	N	P	Implementation to be completed by 2011
ISRAEL	F	F	F	F	P	F	F	N	F	
JORDAN	F	F	F	F	F	F	F	F	F	
KUWAIT	F	F	F	F	F	F	F	F	F	
LEBANON	F	F	F	F	F	F	N	N	F	
OMAN	F	F	F	F	F	F	F	F	F	
QATAR	F	F	F	F	F	F	F	N	F	
SAUDI ARABIA	F	F	F	F	F	N	N	N	F	
SYRIA	F	F	F	F	F	F	N	N	F	Implementation of GUND is expected for 2010
UNITED ARAB EMIRATES	F	F	F	F	F	F	F	F	F	
YEMEN	F	F	F	F	F	F	F	N	F	

Legend:	**F: Fully implemented**	**P: Partly implemented**	**N: Not implemented**

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Appendix 12B1 to the Report on Agenda Item 12

FASID TABLE AIS-1 – ESTABLISHMENT OF AERODROME AIS UNITS

STATE OR TERRITORY	AIS AERODROME UNITS REQUIRED AT CITY
~~**AFGHANISTAN**~~	~~KABUL/Kabul Int'l~~
	~~KANDAHAR/Kandahar Int'l~~
BAHRAIN	BAHRAIN/Bahrain Int'l
EGYPT	ALEXANDRIA/Alexandria Int'l
	ALEXANDRIA/Borg El Arab Int'l
	El-ARISH/El-Arish Int'l
	ASWAN/Aswan Int'l
	ASYUT/Asyut Int'l
	CAIRO/Cairo Int'l
	HURGHADA/Hurghada Int'l
	LUXOR/Luxor
	SHARM-EL-SHEIKH/Sharm El Sheikh Int'l
	~~ST. CATHERINE/St. Catherine Int'l~~
	~~Taba/Taba Int'l~~
IRAN, ISLAMIC REPUBLIC OF	BANDAR ABBAS/Bandar Abbas Int'l
	ESFAHAN/Shahid Beheshti Int'l
	MASHHAD/Shahid Hashemi Nejad Int'l
	SHIRAZ/ Shahid Dastghaib Int'l
	TABRIZ/Tabriz Int'l
	TEHRAN/Mehrabad Int'l
	TEHRAN/Imam Khomaini Int'l
	ZAHEDAN/Zahedan Int'l
IRAQ	BAGHDAD/ Baghdad Int'l
	BASRAH/ Basrah Int'l
	ERBIL/ Erbil Int'l
	SULYMANIYAH/ Sulymaniyah Int'l
	AL NAJAF/ Al Najaf Int'l (non operational).
ISRAEL	EILAT/Eilat
	HAIFA/Haifa
	OVDA/Ovda Int'l
	TEL AVIV/Ben Gurion
	TEL AVIV/ Sde-Dov

STATE OR TERRITORY	AIS AERODROME UNITS REQUIRED AT CITY
JORDAN	AMMAN/Marka Int'l
	AMMAN/Queen Alia Int'l
	AQABA/ King Hussein Int'l
	JERUSALEM/Jerusalem (non operational)
KUWAIT	KUWAIT/Kuwait Int'l
LEBANON	BEIRUT/R. B. H – Beirut Int'l
OMAN	Muscat/Muscat Int'l
	SALALAH/Salalah
QATAR	DOHA/Doha Int'l
	DOHA/New Doha Int'l (Future)
SAUDI ARABIA	DAMMAM/King Fahd Int'l
	JEDDAH/King Abdulaziz Int'l
	MADINAH/Prince Mohammad Bin Abdulaziz
	RIYADH/King Khalid Int'l
SYRIAN ARAB REPUBLIC	ALEPPO/Aleppo Int'l
	LATTAKIA/Bassel Al-Assad
	DAMASCUS/Damascus Int'l
UNITED ARAB EMIRATES	ABU DHABI/Abu Dhabi Int'l
	AL AIN/Al Ain Int'l
	DUBAI/Dubai Int'l
	FUJAIRAH/Fujairah Int'l
	RAS AL KHAIMAH/Ras Al Khaimah Int'l
	SHARJAH/Sharjah Int'l
	DUBAI/ Jabel Ali Int'l (Future)
YEMEN	ADEN/Aden Int'l
	HODEIDAH / Hodeidah Int'l
	SANA'A / Sana'a Int'l
	TAIZ /Taiz Int'l

ATM/SAR/AIS SG/11
Appendix 12B2 to the Report on Agenda Item 12

FASID TABLE AIS 2 AERONAUTICAL INFORMATION SERVICES REQUIRED AT AERODROMES

EXPLANATION OF THE TABLE

Column

1 Name of the aerodrome or location where aeronautical information services are required

2 Designation of the aerodrome:

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

3 ICAO location indicator of the aerodrome.

4 Name of the AIS office responsible for the provision of aeronautical information service at the aerodrome concerned indicated in column 1.

5 ICAO AFTN address of the responsible AIS office.

6 AIS information to be available at the aerodrome:

AIP+:Includes AIP and Amendments, AIP Supplements, NOTAM, AIC
L - country in which the aerodrome is located
S - surrounding countries
FIL – all countries up to and including the aerodrome of first intended landing

PIB: Pre-flight Information Bulletins
P1 – Aerodrome (AD) format
P2 – Area format, AD format
P3 – Route format, Area format, AD format

PREP: Preparation method of PIB
C – Centralized preparation
L – Local preparation (at the aerodrome concerned)

7 Area of coverage by AFTN routing areas for which aeronautical information/flight documentation is required to be available.
Note.-The AFTN routing areas are shown on FASID Chart MET 1

8 Availability of Post-Flight Reporting Forms

9 Remarks
(Indicate where processing of aeronautical information is automated/database).
A - Automated

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Appendix 12B2 to the Report on Agenda Item 12

Aerodrome where service is required			**Responsible AIS Office**		**AIS information to be provided**					**Area of coverage By AFTN routing areas**	**Post Flight Report**	**Remarks**
					AIP+			**PIB**				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	F I L	P1 P2 P3	P R E P			
1	**2**	**3**	**4**	**5**	**6**					**7**	**8**	**9**
~~**AFGHANISTAN**~~												
~~KABUL/Kabul Int'l~~	~~RS~~	~~OAKB~~										
~~KANDAHAR/Kandahar Int'l~~	~~AS~~	~~OAKN~~										
BAHRAIN												
BAHRAIN/Bahrain Int'l	RS	OBBI	Bahrain AIS	OBBBYNYX			X	P3	L	O, H, D, L, E, K, U, F, V, Z, Y, R, W, A, N, G	NIL	A
EGYPT												
ALEXANDRIA/Alexandria Int'l	RS	HEAX	Alexandria	HEAXZIZX	X			P3	C		X	A
ALEXANDRIA/Borg El Arab Int'l	RS	HEBA										
EL-ARISH/El-Arish Int'l	RS	HEAR										
ASWAN/Aswan Int'l	RS	HESN	Aswan	HESNZIZX	X			P3	C	H, L, U	X	A
ASYUT/Asyut Int'l	RS	HEAT	Cairo	HECAZPZX	X			P3		H, L, U	X	
CAIRO/Cairo Int'l	RS	HECA	Cairo	HECAZPZX HECAZIZX	X	X	X	P3	C	D, E, G, H, L, O, U, V	X	A
HURGHADA/Hurghada	RS	HEGN	Hurghada	HEGNZIZX	X			P3	C	E, L, O, U	X	A
LUXOR/Luxor	RS	HELX	Luxor	HELXZIZX	X			P3	C	E, F, H, L	X	A

Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+			PIB				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	FIL	P1 P2 P3	PREP			
1	2	3	4	5	6					7	8	9
SHARM-EL-SHEIKH/Sharm El Sheikh	RS	HESH	Sharm El Sheikh	HESHZIZX	X			P3	C	E, L, O, U	X	A
ST. CATHERINE/St. Catherine Int'l	RS	HESC	Cairo	HECAZPZX	X					D, E, G, H, L, O, U, V	X	
TABA/Taba Int'l	RS	HETB	Cairo	HECAZPZX	X					D, E, G, H, L, O, U, V	X	
IRAN, ISLAMIC REPUBLIC OF												
BANDAR ABBAS/Bandar Abbas Int'l	RS	OIKB	Tehran AIS/NOF	OIIIYNYX	X							
ESFAHAN/ Shahid Beheshti Int'l	RS	OIFM	Tehran AIS/NOF	OIIIYNYX	X							
MASHHAD/Shahid Hashemi Nejad Int'l	RS	OIMM	Tehran AIS/NOF	OIIIYNYX	X							
SHIRAZ/ Shahid Dastghaib Int'l	RS	OISS	Tehran AIS/NOF	OIIIYNYX	X							
TABRIZ/Tabriz Int'l	RNS	OITT	Tehran AIS/NOF	OIIIYNYX	X							
TEHRAN/Mehrabad Int'l	RS	OIII	Tehran AIS/NOF	OIIIYNYX	X	X	X			B, C, D, E, F, G, H, L, M, O, P, S, T, U, V, Z	X	A
TEHRAN/Imam Khomaini Int'l	RS	OIIE	Tehran AIS/NOF	OIIIYNYX	X						X	
ZAHEDAN/Zahedan Int'l	RS	OIZH	Tehran AIS/NOF	OIIIYNYX	X							
IRAQ												
BAGHDAD/Baghdad Int'l	RS	ORBI										
BASRAH/Basrah Int'l	RS	ORMM										

Aerodrome where service is required			**Responsible AIS Office**		**AIS information to be provided**					**Area of coverage By AFTN routing areas**	**Post Flight Report**	**Remarks**
					AIP+			**PIB**				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	FIL	P1 P2 P3	PREP			
1	**2**	**3**	**4**	**5**	**6**					**7**	**8**	**9**
ERBIL/Erbil Int'l	RS	ORER										
SULYMANIYAH/ Sulymaniyah Int'l	RS	ORSU										
AL NAJAF/ Al Najaf Int'l (non operational).	RS	ORNI										
ISRAEL												
EILAT/Eilat	RNS	LLET										
HAIFA/Haifa	RS	LLHA										
OVDA/Ovda Int'l	RS	LLOV										
TEL AVIV/Ben Gurion	RS	LLBG										
TEL AVIV/Sde-Dov	RNS	LLSD										
JORDAN												
AMMAN/Marka Int'l	AS	OJAM	AMMAN Marka AIS Unit	OJAMYOYX	X	X	X	P3	L	O,E,L,D,G,W,R,V, U,K,Y,C,H, Z	X	A
AMMAN/Queen Alia Int'l	RS	OJAI	AMMAN Queen Alia NOF	OJAIYNYX	X	X	X	P3	L	O,E,L,D,G,W,R,V, U,K,Y,C,H, Z	X	A
AQABA/King Hussein Int'l	RNS	OJAQ	AQABA/Aqaba AIS Unit	OJAQYOYX	X	X		P3	L	O,E,L,D,G,W,R,V, U,K,Y,C,H, Z	X	A
JERUSALEM/Jerusalem (non operational)	RS	OJJR										
KUWAIT												

Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+			PIB				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	FIL	P1 P2 P3	PREP			
1	2	3	4	5	6					7	8	9
KUWAIT/Kuwait Int'l	RS	OKBK	Kuwait - AIS	OKNOYNYX OKNOYOYX	X	X	X	P3	L	O, E, L, H, K, V, W, R, U, Z.		A
LEBANON												
BEIRUT/ R. B. H – Beirut Int'l	RS	OLBA	BEIRUT	OLBAYNYX	X	X	X	P3	C	O, H, D, L, E, K, U, F, V, Z, Y, R, W, A, N, G	X	A
OMAN												
MUSCAT/ Muscat Int'l	RS	OOMS	Muscat Int'l NOF	OOMSYNYX	X	X	X	P3	L	E, H, K, L, O, V		
SALALAH/ Salalah	AS	OOSA										
QATAR												
DOHA/Doha Int'l	RS	OTBD										
DOHA/New Doha Int'l (Future)	RS	OTxx										
SAUDI ARABIA												
DAMMAM/King Fahd Int'l	RS	OEDF	Jeddah NOF	OEJDYNYX	X			P3	C	D, E, F, G, H, K, L, O, R, V, W		
JEDDAH/King Abdulaziz Int'l	RS	OEJN	Jeddah NOF	OEJDYNYX	X	X	X	P3	C	D, E, F, G, H, K, L, O, R, V, W		A
MADINAH/Prince Mohammad Bin Abdulaziz	RS	OEMA	Jeddah NOF	OEJDYNYX	X			P3	C	D, E, F, G, H, K, L, O, R, V, W		

Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+			PIB				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	F I L	P1 P2 P3	P R E P			
1	2	3	4	5	6					7	8	9
RIYADH/King Khalid Int'l	RS	OERK	Jeddah NOF	OEJDYNYX	X			P3	C	D, E, F, G, H, K, L, O, R, V, W		
SYRIAN ARAB REPUBLIC												
ALEPPO/Aleppo Int'l	RS	OSAP	Aleppo AIS	OSAPZPZX								
LATTAKIA/Bassel Al-Assad	RS	OSLK	Bassel AIS	OSLKZPZX								
DAMASCUS/Damascus Int'l	RS	OSDI	Damascus NOF	OSDIYNYX	X			P3	C	O, H, E, L, U, D, G, F, R, W, V, Z	X	
UNITED ARAB EMIRATES												
ABU DHABI/Abu Dhabi Int'l	RS	OMAA	Abu Dhabi Briefing Office	OMAAYOYX	X			P3	L	O, H, D, L, E, U, F, V, Z, R, W, G	NIL	
AL AIN/Al Ain Int'l	RS	OMAL	Al Ain	OMALZTZX	X	X		P3	C	H, O, U, V	X	A
DUBAI/Dubai Int'l	RS	OMDB	Dubai AIS	OMDBYOYX OMDBZPZX			X	P3	L	O, H, E, U, V, Z, R, W		
FUJAIRAH/Fujairah Int'l	RS	OMFJ	Fujairah AIS	OMFJZPZX		X		P3	L	O, H, D, L, E, U, V, W, K, Y, G, C, B	NIL	A
RAS AL KHAIMAH/Ras Al Khaimah Int'l	RS	OMRK	Ras Al Khaimah	OMRKYNYX	X	X	X	P1	L	O	X	NIL
SHARJAH/Sharjah Int'l	RS	OMSJ	Sharjah AIS	OMSJYOYX			X	P3	C	O, H, E, U, V, Z, R, W		
DUBAI/Jabel Ali Int'l (Future)	RS	OMJA										
YEMEN												
ADEN/Aden Int'l	RS	OYAA	Aden AIS	OYAAZPZX	L		X				NIL	

Aerodrome where service is required			**Responsible AIS Office**		**AIS information to be provided**					**Area of coverage By AFTN routing areas**	**Post Flight Report**	**Remarks**
					AIP+			**PIB**				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	F I L	P1 P2 P3	P R E P			
1	**2**	**3**	**4**	**5**	**6**					**7**	**8**	**9**
HODEIDAH/Hodeidah Int'l	RS	OYHD	Hodeidah AIS	OYHDYFYX	L	X					NIL	
SANA'A/Sana'a Int'l	RS	OYSN	Sana'a AIS	OYSNZPZX	L		X	P3	C	O,H,E,U,V,W	NIL	NIL
TAIZ/ Taiz Int'l	RS	OYTZ		OYTZYFYX	L							

ATM/SAR/AIS SG/11
Appendix 12B3 to the Report on Agenda Item 12

FASID TABLE AIS-3 – DESIGNATED INTERNATIONAL NOTAM OFFICES (NOF) IN THE MID REGION

NOF	*Areas of Responsibility by FIR*	*Remarks*
ABU DHABI	ABU DHABI	
AMMAN	AMMAN	
BAGHDAD	BAGHDAD	
BAHRAIN	BAHRAIN	
BEIRUT	BEIRUT	
CAIRO	CAIRO	
DAMASCUS	DAMASCUS	
JEDDAH	JEDDAH	
~~KABUL~~	~~KABUL~~	
KUWAIT	KUWAIT	
MUSCAT	MUSCAT	
SANA'A	SANA'A	
TEHRAN	TEHRAN	
TEL AVIV	TEL AVIV	

FASID TABLE AIS-4
AVAILABILITY OF AERONAUTICAL INFORMATION

EXPLANATION OF THE TABLE

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

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

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

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

Aerodrome/Heliport use Designation:

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

ATM/SAR/AIS SG/11
Appendix 12B4.1 to the Report on Agenda Item 12

AIS-4-A			**From MID**														
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**Afghanistan**	**Bahrain**	**Egypt**	**Iran**	**Iraq**	**Israel**	**Jordan**	**Kuwait**	**Lebanon**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria Arab Rep**	**United Arab Emirates**	**Yemen**
City/Aerodrome	Use	ICAO Loc. Ind.															
~~**AFGHANISTAN**~~																	
~~KABUL/Kabul Int'l~~	~~RS~~	~~OAKB~~															
~~KANDAHAR/Kandahar Int'l~~	~~AS~~	~~OAKN~~															
BAHRAIN																	
BAHRAIN/Bahrain Int'l	RS	OBBI			X	X			X	X	X	X	X	X	X	X	X
EGYPT																	
ALEXANDRIA/Alexandria Int'l	RS	HEAX															
ALEXANDRIA/Borg El Arab Int'l	RS	HEBA															
EL-ARISH/El-Arish Int'l	AS	HEAR															
ASWAN/Aswan Int'l	RS	HESN															
ASYUT/Asyut Int'l	RS	HEAT															
CAIRO/Cairo Int'l	RS	HECC	X	X		X	X	X	X	X	X	X		X	X	X	X
HURGHADA/Hurghada	RS	HEGN															
LUXOR/Luxor	RS	HELX															
SHARM-EL-SHEIKH/Sharm El Sheikh	RS	HESH															
ST. CATHERINE/St. Catherine Int'l	RS	HESC															

AIS-4-A			**From MID**														
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**Afghanistan**	**Bahrain**	**Egypt**	**Iran**	**Iraq**	**Israel**	**Jordan**	**Kuwait**	**Lebanon**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria Arab Rep**	**United Arab Emirates**	**Yemen**
City/Aerodrome	Use	ICAO Loc. Ind.															
TABA/Taba Int'l	RS	HETB															
IRAN, ISLAMIC REPUBLIC OF																	
BANDAR ABBAS/Bandar Abbas Int'l	RS	OIKB				X											
ESFAHAN/ Shahid Beheshti Int'l	RS	OIFM				X											
MASHHAD/Shahid Hashemi Nejad Int'l	RS	OIMM				X											
SHIRAZ/ Shahid Dastghaib Int'l	RS	OISS				X											
TABRIZ/Tabriz Int'l	RNS	OITT				X											
TEHRAN/Mehrabad Int'l	RS	OIII	X	X	X	X	X		X	X	X	X	X	X	X	X	X
TEHRAN/Imam Khomaini Int'l	RS	OIIE				X											
ZAHEDAN/Zahedan Int'l	RS	OIZH				X											
IRAQ																	
BAGHDAD/Baghdad Intl	RS	ORBI															
BASRAH/Basrah Intl	RS	ORMM															
ERBIL/Erbil Int'l	RS	ORER															
SULYMANIYAH/ Sulymaniyah Int'l	RS	ORSU															
AL NAJAF/ Al Najaf Int'l (non operational).	RS	ORNI															

AIS-4-A			**From MID**														
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**Afghanistan**	**Bahrain**	**Egypt**	**Iran**	**Iraq**	**Israel**	**Jordan**	**Kuwait**	**Lebanon**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria Arab Rep**	**United Arab Emirates**	**Yemen**
City/Aerodrome	Use	ICAO Loc. Ind.															
ISRAEL																	
EILAT/Eilat	RNS	LLET															
HAIFA/Haifa	RS	LLHA															
OVDA/Ovda Int'l	RS	LLOV															
TEL AVIV/Ben Gurion	RS	LLBG															
TEL AVIV/Sde-Dov	RNS	LLSD															
JORDAN																	
AMMAN/Marka Int'l	AS	OJAM		X	X			X	X	X	X	X		X	X	X	
AMMAN/Queen Alia Int'l	RS	OJAI		X	X	X	X	X	X	X	X	X	X	X	X	X	X
AQABA/King Hussein Int'l	RNS	OJAQ			X			X	X					X	X		
JERUSALEM/Jerusalem (non operational)	RS	OJJR															
KUWAIT																	
KUWAIT/Kuwait Int'l	RS	OKBK		X	X	X			X		X	X	X	X	X	X	X
LEBANON																	
BEIRUT/R.B.H-Beirut Int'l	RS	OLBA									X						
OMAN																	

AIS-4-A			**From MID**														
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**Afghanistan**	**Bahrain**	**Egypt**	**Iran**	**Iraq**	**Israel**	**Jordan**	**Kuwait**	**Lebanon**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria Arab Rep**	**United Arab Emirates**	**Yemen**
City/Aerodrome	Use	ICAO Loc. Ind.															
MUSCAT/ Muscat Int'l	RS	OOMS		X	X	X			X	X			X	X		X	X
SALALAH/Salalah	AS	OOSA															
QATAR																	
DOHA/Doha Intl	RS	OTBD															
DOHA/New Doha Int'l (Future)	RS	OTxx															
SAUDI ARABIA																	
DAMMAM/King Fahd Int'l	RS	OEDF	X	X	X	X	X		X	X	X	X	X		X	X	X
JEDDAH/King Abdulaziz Int'l	RS	OEJN	X	X	X	X	X		X	X	X	X	X		X	X	X
MADINAH/Prince Mohammad Bin Abdulaziz	RS	OEMA	X	X	X	X	X		X	X	X	X	X		X	X	X
RIYADH/King Khalid Int'l	RS	OERK	X	X	X	X	X		X	X	X	X	X		X	X	X
SYRIAN ARAB REPUBLIC																	
ALEPPO/Aleppo Int'l	RS	OSAP															
LATTAKIA/Bassel Al-Assad	RS	OSLK															
DAMASCUS/Damascus Intl'	RS	OSDI		X	X	X	X		X	X	X	X	X	X		X	X
UNITED ARAB EMIRATES																	
ABU DHABI/Intl	RS	OMAA		X	X	X			X	X	X	X		X	X	X	X

AIS-4-A			**From MID**														
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**Afghanistan**	**Bahrain**	**Egypt**	**Iran**	**Iraq**	**Israel**	**Jordan**	**Kuwait**	**Lebanon**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria Arab Rep**	**United Arab Emirates**	**Yemen**
City/Aerodrome	Use	ICAO Loc. Ind.															
AL AIN/Al Ain Intl	RS	OMAL		X	X	X			X			X	X	X			
DUBAI/Dubai Intl	RS	OMDB		X	X	X			X	X	X	X		X	X	X	
FUJAIRAH/Fujairah Intl	RS	OMFJ		X	X	X	X		X	X	X	X	X	X	X	X	
RAS AL KHAIMAH/Ras al Khaima Intl	RS	OMRK		X								X	X			X	
SHARJAH/Sharjah Intl	RS	OMSJ		X	X	X			X	X	X	X		X	X	X	
DUBAI/Jabel Ali Int'l (Future)	RS	OMJA															
YEMEN																	
ADEN/Aden Int'l	RS	OYAA															
HODEIDAH/Hodeidah Int'l	RS	OYHD															
SANA'A/Sana'a Int'l	RS	OYSN	X	X	X	X			X	X	X	X	X	X	X	X	
TAIZ/Taiz Int'l	RS	OYTZ															

AIS-4-B			**From EUR**																												
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**AUSTRIA**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom Of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																													
~~**AFGHANISTAN**~~																															
~~KABUL/Kabul~~	~~RS~~	~~OAKB~~																													
~~KANDAHAR/Kandahar~~	~~AS~~	~~OAKN~~																													
BAHRAIN																															
BAHRAIN/Bahrain Intl	RS	OBBI	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
EGYPT																															
ALEXANDRIA/Alexandria Int'l	RS	HEAX																													
ALEXANDRIA/Borg El Arab Int'l	RS	HEBA																													
EL-ARISH/El-Arish Int'l	AS	HEAR																													
ASWAN/Aswan Int'l	RS	HESN																													
ASYUT/Asyut Int'l	RS	HEAT																													
CAIRO/Cairo Int'l	RS	HECA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
HURGHADA/Hurghada	RS	HEGN																													

AIS-4-B			**From EUR**																													
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**AUSTRIA**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom Of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																														
LUXOR/Luxor	RS	HELX																														
SHARM-EL-SHEIKH/Sharm El Sheikh	RS	HESH																														
ST. CATHERINE/St. Catherine Int'l	RS	HESC																														
TABA/Taba Int'l	RS	HETB																														
IRAN, ISLAMIC REPUBLIC OF																																
BANDAR ABBAS/Bandar Abbas Int'l	RS	OIKB																														
ESFAHAN/ Shahid Beheshti Int'l	RS	OIFM																														
MASHHAD/Shahid Hashemi Nejad Int'l	RS	OIMM																														
SHIRAZ/ Shahid Dastghaib Int'l	RS	OISS																														
TABRIZ/Tabriz Int'l	RNS	OITT																														
TEHRAN/Mehrabad Int'l	RS	OIII	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X
TEHRAN/Imam Khomaini Int'l	RS	OIIE																														
ZAHEDAN/Zahedan Int'l	RS	OIZH																														

AIS-4-B			From EUR																														
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**AUSTRIA**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom Of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																															
IRAQ																																	
BAGHDAD/Baghdad Int'l	RS	ORBI																															
BASRAH/Basrah Int'l	RS	ORMM																															
ERBIL/Erbil Int'l	RS	ORER																															
SULYMANIYAH/ Sulymaniyah Int'l	RS	ORSU																															
AL NAJAF/ Al Najaf Int'l (non operational).	RS	ORNI																															
ISRAEL																																	
EILAT/Eilat	RNS	LLET																															
HAIFA/Haifa	RS	LLHA																															
OVDA/Ovda Int'l	RS	LLOV																															
TEL AVIV/Ben Gurion	RS	LLBG																															
TEL AVIV/Sde-Dov	RNS	LLSD																															
JORDAN																																	

AIS-4-B			**From EUR**																												
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**AUSTRIA**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom Of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																													
AMMAN/Marka Int'l	AS	OJAM	X				X		X	X		X	X	X	X	X									X		X	X	X		X
AMMAN/Queen Alia Int'l	RS	OJAI	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X		X	X	X	X	X	X	X	X		X
AQABA/King Hussein Int'l	RNS	OJAQ	X							X		X				X													X	X		X
JERUSALEM/Jerusalem (non operational)	RS	OJJR																														
KUWAIT																																
KUWAIT/Kuwait Int'l	RS	OKBK	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
LEBANON																																
BEIRUT/R.B.H-Beirut Int'l	RS	OLBA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
OMAN																																
MUSCAT/Muscat Int'l	RS	OOMS	X	X			X					X	X			X	X		X										X	X		X
SALALAH/Salalah	AS	OOSA																														
QATAR																																
DOHA/Doha Int'l	RS	OTBD																														

AIS-4-B			**From EUR**																												
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**AUSTRIA**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom Of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																													
DOHA/New Doha Int'l (Future)	RS	OTxx																													
SAUDI ARABIA																															
DAMMAM/King Fahd Int'l	RS	OEDF																													
JEDDAH/King Abdulaziz Int'l	RS	OEJN	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MADINAH/Prince Mohammad Bin Abdulaziz	RS	OEMA																													
RIYADH/King Khalid Int'l	RS	OERK																													
SYRIAN ARAB REPUBLIC																															
ALEPPO/Aleppo Int'l	RS	OSAP																													
LATTAKIA/Bassel Al-Assad	RS	OSLK																													
DAMASCUS/Damascus Int'l	RS	OSDI		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
UNITED ARAB EMIRATES																															
ABU DHABI/Abu Dhabi Int'l	RS	OMAA	X	X	X		X				X	X	X	X		X	X	X	X				X		X			X	X		X
AL AIN/Al Ain Int'l	RS	OMAL																													

AIS-4-B			**From EUR**																												
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**AUSTRIA**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom Of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																													
DUBAI/Dubai Int'l	RS	OMDB																					X				X	X		X
FUJAIRAH/Fujairah Int'l	RS	OMFJ				X	X											X					X	X		X			X	X	
RAS AL KHAIMAH/Ras Al Khaimah Int'l	RS	OMRK																													
SHARJAH/Sharjah Int'l	RS	OMSJ																													
DUBAI/Jabel Ali Int'l (Future)	RS	OMJA																													
YEMEN																															
ADEN/Aden Int'l	RS	OYAA																													
HODEIDAH/Hodeidah Int'l	RS	OYHD																													
SANA'A/Sana'a Int'l	RS	OYSN				X	X				X	X	X			X			X				X	X				X	X	X	X
TAIZ/Taiz Int'l	RS	OYTZ																													

AIS-4-C

Integrated Aeronautical Information Package

TO BE AVAILABLE IN

FROM/DE

Name	Use	ICAO Loc. Ind.	AFI																							
			Algeria	**Asecna**	**Burundi**	**Djibouti**	**Eritrea**	**Ethiopia**	**Gambia**	**Ghana**	**Kenya**	**Libya**	**Morocco**	**Mozambique**	**Nigeria**	**Rwanda**	**Seychelles**	**Sierra Leone**	**Somalia**	**South Africa**	**Sudan**	**Tanzania**	**Tunisia**	**Uganda**	**Zambia**	**Zimbabwe**
~~**AFGHANISTAN**~~																										
~~KABUL/Kabul~~	~~RNS~~	~~OAKB~~																								
~~KANDAHAR/Kandahar~~	~~AS~~	~~OAKN~~																								
BAHRAIN																										
BAHRAIN/Bahrain Int'l	RS	OBBI	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
EGYPT																										
ALEXANDRIA/Alexandria Int'l	RS	HEAX																								
ALEXANDRIA/Borg El Arab Int'l	RS	HEBA																								
EL-ARISH/El-Arish Int'l	AS	HEAR																								
ASWAN/Aswan Int'l	RS	HESN																								
ASYUT/Asyut Int'l	RS	HEAT																								
CAIRO/Cairo Int'l	RS	HECA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Name	Use	ICAO Loc. Ind.	ASIA													CAR		NAM		SAM	
			Bangladesh	**China**	**Hong Kong**	**India**	**Indonesia**	**Japan**	**Malaysia**	**Maldive**	**Pakistan**	**Philippines**	**Singapour**	**Srilanka**	**Thailand**			**Canada**	**U.S.A**	**Brasil**	**Cuba**
~~**AFGHANISTAN**~~																					
~~KABUL/Kabul~~	~~RNS~~	~~OAKB~~																			
~~KANDAHAR/Kandahar~~	~~AS~~	~~OAKN~~																			
BAHRAIN																					
BAHRAIN/Bahrain Int'l	RS	OBBI	X	X	X	X	X	X			X		X		X			X	X		
EGYPT																					
ALEXANDRIA/Alexandria Int'l	RS	HEAX																			
ALEXANDRIA/Borg El Arab Int'l	RS	HEBA																			
EL-ARISH/El-Arish Int'l	AS	HEAR																			
ASWAN/Aswan Int'l	RS	HESN																			
ASYUT/Asyut Int'l	RS	HEAT																			
CAIRO/Cairo Int'l	RS	HECA	X			X	X	X			X				X			X	X	X	

AIS-4-C			FROM/DE																																									
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**AFI**																								**ASIA**													**CAR**		**NAM**		**SAM**	
			Algeria	**Asecna**	**Burundi**	**Djibouti**	**Eritrea**	**Ethiopia**	**Gambia**	**Ghana**	**Kenya**	**Libya**	**Morocco**	**Mozambique**	**Nigeria**	**Rwanda**	**Seychelles**	**Sierra Leone**	**Somalia**	**South Africa**	**Sudan**	**Tanzania**	**Tunisia**	**Uganda**	**Zambia**	**Zimbabwe**	**Bangladesh**	**China**	**Hong Kong**	**India**	**Indonesia**	**Japan**	**Malaysia**	**Maldive**	**Pakistan**	**Philippines**	**Singapour**	**Srilanka**	**Thailand**			**Canada**	**U.S.A**	**Brasil**	**Cuba**
Name	Use	ICAO Loc. Ind.																																											
HURGHADA/Hurghada	RS	HEGN																																											
LUXOR/Luxor	RS	HELX																																											
SHARM-EL-SHEIKH/Sharm El Sheikh	RS	HESH																																											
ST. CATHERINE/St. Catherine Int'l	RS	HESC																																											
TABA/Taba Int'l	RS	HETB																																											
IRAN, ISLAMIC REPUBLIC OF																																													
BANDAR ABBAS/Bandar Abbas Int'l	RS	OIKB																																											
ESFAHAN/ Shahid Beheshti Int'l	RS	OIFM																																											
MASHHAD/Shahid Hashemi Nejad Int'l	RS	OIMM																																											
SHIRAZ/ Shahid Dastghaib Int'l	RS	OISS																																											

AIS-4-C			**FROM/DE**																																										
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**AFI**																								**ASIA**													**CAR**		**NAM**		**SAM**	
Name	Use	ICAO Loc. Ind.	**Algeria**	**Asecna**	**Burundi**	**Djibouti**	**Eritrea**	**Ethiopia**	**Gambia**	**Ghana**	**Kenya**	**Libya**	**Morocco**	**Mozambique**	**Nigeria**	**Rwanda**	**Seychelles**	**Sierra Leone**	**Somalia**	**South Africa**	**Sudan**	**Tanzania**	**Tunisia**	**Uganda**	**Zambia**	**Zimbabwe**	**Bangladesh**	**China**	**Hong Kong**	**India**	**Indonesia**	**Japan**	**Malaysia**	**Maldive**	**Pakistan**	**Philippines**	**Singapour**	**Srilanka**	**Thailand**			**Canada**	**U.S.A**	**Brasil**	**Cuba**
TABRIZ/Tabriz Int'l	RNS	OITT																																											
TEHRAN/Mehrabad Int'l	RS	OIII	X								X												X				X	X	X		X	X		X	X		X	X	X						X
TEHRAN/Imam Khomaini Int'l	RS	OIIE																																											
ZAHEDAN/Zahedan Int'l	RS	OIZH																																											
IRAQ																																													
BAGHDAD/Baghdad Int'l	RS	ORBI																																											
BASRAH/Basrah Int'l	RS	ORMM																																											
ERBIL/Erbil Int'l	RS	ORER																																											
SULYMANIYAH/ Sulymaniyah Int'l	RS	ORSU																																											
AL NAJAF/ Al Najaf Int'l (non operational).	RS	ORNI																																											
ISRAEL																																													
EILAT/Eilat	RNS	LLET																																											

AIS-4-C

FROM/DE

Integrated Aeronautical Information Package

TO BE AVAILABLE IN

Name	Use	ICAO Loc. Ind.	Algeria	Asecna	Burundi	Djibouti	Eritrea	Ethiopia	Gambia	Ghana	Kenya	Libya	Morocco	Mozambique	Nigeria	Rwanda	Seychelles	Sierra Leone	Somalia	South Africa	Sudan	Tanzania	Tunisia	Uganda	Zambia	Zimbabwe	Bangladesh	China	Hong Kong	India	Indonesia	Japan	Malaysia	Maldive	Pakistan	Philippines	Singapour	Srilanka	Thailand			Canada	U.S.A	Brasil	Cuba
			AFI																								**ASIA**													**CAR**		**NAM**		**SAM**	
HAIFA/Haifa	RS	LLHA																																											
OVDA/Ovda Int'l	RS	LLOV																																											
TEL AVIV/Ben Gurion	RS	LLBG																																											
TEL AVIV/Sde-Dov	RNS	LLSD																																											
JORDAN																																													
AMMAN/Marka Int'l	AS	OJAM	X									X	X										X										X										X		
AMMAN/Queen Alia Int'l	RS	OJAI	X								X	X	X										X				X	X	X	X			X									X	X		
AQABA/King Hussein Int'l	RNS	OJAQ																					X																						
JERUSALEM/Jerusalem (non operational)	RS	OJJR																																											
KUWAIT																																													
KUWAIT/Kuwait Int'l	RS	OKBK	X			X	X	X			X	X	X	X					X	X	X	X	X			X	X	X	X	X	X	X	X		X	X	X	X	X			X	X		
LEBANON																																													
BEIRUT/R.B.H-Beirut Intl'	RS	OLBA	X					X		X		X	X		X			X			X		X							X		X			X										

AIS-4-C			FROM/DE																																									
			AFI																								ASIA													CAR		NAM		SAM	
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**Algeria**	**Asecna**	**Burundi**	**Djibouti**	**Eritrea**	**Ethiopia**	**Gambia**	**Ghana**	**Kenya**	**Libya**	**Morocco**	**Mozambique**	**Nigeria**	**Rwanda**	**Seychelles**	**Sierra Leone**	**Somalia**	**South Africa**	**Sudan**	**Tanzania**	**Tunisia**	**Uganda**	**Zambia**	**Zimbabwe**	**Bangladesh**	**China**	**Hong Kong**	**India**	**Indonesia**	**Japan**	**Malaysia**	**Maldive**	**Pakistan**	**Philippines**	**Singapour**	**Srilanka**	**Thailand**			**Canada**	**U.S.A**	**Brasil**	**Cuba**
Name	Use	ICAO Loc. Ind.																																											
OMAN																																													
MUSCAT/ Muscat Int'l	RS	OOMS				X					X						X					X					X		X	X	X		X	X	X	X	X	X	X						
SALALAH/Salalah	AS	OOSA																																											
QATAR																																													
DOHA/Doha Int'l	RS	OTBD																																											
DOHA/New Doha Int'l (Future)	RS	OTxx																																											
SAUDI ARABIA																																													
DAMMAM/King Fahd Int'l	RS	OEDF																																											
JEDDAH/King Abdulaziz Int'l	RS	OEJN	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X		X		X			X	X	X	
MADINAH/Prince Mohammad Bin Abdulaziz	RS	OEMA																																											
RIYADH/King Khalid Int'l	RS	OERK																																											

AIS-4-C			**FROM/DE**																																									
			AFI																								**ASIA**													**CAR**		**NAM**		**SAM**	
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			**Algeria**	**Asecna**	**Burundi**	**Djibouti**	**Eritrea**	**Ethiopia**	**Gambia**	**Ghana**	**Kenya**	**Libya**	**Morocco**	**Mozambique**	**Nigeria**	**Rwanda**	**Seychelles**	**Sierra Leone**	**Somalia**	**South Africa**	**Sudan**	**Tanzania**	**Tunisia**	**Uganda**	**Zambia**	**Zimbabwe**	**Bangladesh**	**China**	**Hong Kong**	**India**	**Indonesia**	**Japan**	**Malaysia**	**Maldive**	**Pakistan**	**Philippines**	**Singapour**	**Srilanka**	**Thailand**			**Canada**	**U.S.A**	**Brasil**	**Cuba**
Name	Use	ICAO Loc. Ind.																																											
SYRIAN ARAB REPUBLIC																																													
ALEPPO/Aleppo Int'l	RS	OSAP																																											
LATTAKIA/Bassel Al-Assad	RS	OSLK																																											
DAMASCUS/Damascus Int'l	RS	OSDI																																											
UNITED ARAB EMIRATES																																													
ABU DHABI/Abu Dhabi Int'l	RS	OMAA					X					X					X										X			X					X										
AL AIN/Al Ain Int'l	RS	OMAL																			X									X					X										
DUBAI/Dubai Int'l	RS	OMDB																												X			X	X	X	X	X		X						
FUJAIRAH/Fujairah Int'l	RS	OMFJ	X								X	X	X		X		X		X		X	X	X				X			X				X	X										
RAS AL KHAIMAH/Ras Al Khaimah Int'l	RS	OMRK																																											

AIS-4-C

Integrated Aeronautical Information Package

TO BE AVAILABLE IN

FROM/DE

			AFI																							
Name	Use	ICAO Loc. Ind.	**Algeria**	**Asecna**	**Burundi**	**Djibouti**	**Eritrea**	**Ethiopia**	**Gambia**	**Ghana**	**Kenya**	**Libya**	**Morocco**	**Mozambique**	**Nigeria**	**Rwanda**	**Seychelles**	**Sierra Leone**	**Somalia**	**South Africa**	**Sudan**	**Tanzania**	**Tunisia**	**Uganda**	**Zambia**	**Zimbabwe**
SHARJAH/Sharjah Int'l	RS	OMSJ																								
DUBAI/Jabel Ali Int'l (Future)	RS	OMJA																								
YEMEN																										
ADEN/Aden Int'l	RS	OYAA																								
HODEIDAH/Hodeidah Int'l	RS	OYHD																								
SANA'A/Sana'a Int'l	RS	OYSN		X		X	X	X			X						X		X	X	X	X				
TAIZ/Taiz Int'l	RS	OYTZ																								

			ASIA													**CAR**		**NAM**		**SAM**	
Name	Use	ICAO Loc. Ind.	**Bangladesh**	**China**	**Hong Kong**	**India**	**Indonesia**	**Japan**	**Malaysia**	**Maldive**	**Pakistan**	**Philippines**	**Singapour**	**Srilanka**	**Thailand**			**Canada**	**U.S.A**	**Brasil**	**Cuba**
SHARJAH/Sharjah Int'l	RS	OMSJ				X				X	X			X							
DUBAI/Jabel Ali Int'l (Future)	RS	OMJA																			
YEMEN																					
ADEN/Aden Int'l	RS	OYAA																			
HODEIDAH/Hodeidah Int'l	RS	OYHD																			
SANA'A/Sana'a Int'l	RS	OYSN	X	X		X	X		X	X	X		X								
TAIZ/Taiz Int'l	RS	OYTZ																			

ATM/SAR/AIS SG/11
Appendix 12B5 to the Report on Agenda Item 12

FASID TABLE AIS-5 — WGS-84 REQUIREMENTS

EXPLANATION OF THE TABLE

Column

1 Name of the State, territory or aerodrome for which WGS-84 coordinates are required with the designation of the aerodrome use:

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

2 Runway designation numbers

3 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume 1, Chapter I, are:

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

4 Requirement for the WGS-84 coordinates for FIR, shown by an ‘‘X’’ against the State or territory to be covered.

5 Requirement for the WGS-84 coordinates for Enroute points, shown by an ‘‘X’’ against the State or territory to be covered.

6 Requirement for the WGS-84 coordinates for the Terminal Area, shown by an ‘‘X’’ against the aerodrome to be covered.

7 Requirement for the WGS-84 coordinates for the Approach points, shown by an ‘‘X’’ against the runway designation to be covered.

8 Requirement for the WGS-84 coordinates for runways, shown by an ‘‘X’’ against the runway designation to be covered.

9 Requirement for the WGS-84 coordinates for Aerodrome/Heliport points (e.g. aerodrome/heliport reference point, taxiway, parking position, etc.), shown by an ‘‘X’’ against the aerodrome to be covered.

10 Requirement for geoid undulation shown by an ‘‘X’’ against the runway threshold to be covered.

11 Requirement for the WGS-84 Quality System, shown by an ‘‘X’’ against the State or territory to be covered.

12 Requirement for publication of WGS-84 coordinates in the AIP shown by an ‘‘X’’ against the State or territory to be covered.

13 Remarks (timetable for implementation)

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

X- Required but not implemented
XI- Required and implemented

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

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
~~**AFGHANISTAN**~~			~~X~~	~~X~~						~~X~~	~~X~~	
~~(OAKB) KABUL/Kabul Int'l~~					~~X~~			~~X~~				
~~RS~~	~~11~~ ~~29~~	~~NPA~~ ~~PA1~~				~~X~~ ~~X~~	~~X~~ ~~X~~		~~X~~ ~~X~~			
~~(OAKN) KANDAHAR/Kandahar Int'l~~					~~X~~			~~X~~				
~~AS~~	~~05~~ ~~23~~	~~NPA~~ ~~NPA~~				~~X~~ ~~X~~	~~X~~ ~~X~~		~~X~~ ~~X~~			
BAHRAIN			XI	XI						XI	XI	
(OBBI) Bahrain/Bahrain Int'l.					XI			XI				
RS	12L 30R	PA2 PA2				XI XI	XI XI		XI XI			
	12R 30L	NPA NPA				XI XI	XI XI		XI XI			
EGYPT			XI	XI						XI	XI	
(HEAR) EL-ARISH/El-Arish Int'l					XI			XI				
AS	16 34	NPA NPA				XI XI	XI XI		XI XI			
(HEAT) ASYUT/Asyut Int'l					X			XI				
AS	13 31	NPA NPA				XI	XI XI		XI			
(HEAX) ALEXANDRIA/Alexandria Int'l					XI			XI				
RS	18 36	NPA NPA				XI	XI XI		XI			
	04 22	NPA NPA				XI	XI XI		XI			
(HEAZ) CAIRO/Almaza Int'l					XI			XI				
ANS	18 36 05 23	NPA NPA NINST NINST				XI XI	XI XI XI XI		XI XI			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(HEBA) ALEXANDRIA/Borg El-Arab Int'l					X			X				
RS	14	PA1				X	XI		XI			
	32	NPA				XI	XI		XI			
(HECA) CAIRO/Cairo Int'l					XI			XI				
RS	05L	PA2				XI	XI		XI			
	23R	PA2				XI	XI		XI			
	05R	PA2				XI	XI		XI			
	23L	PA2				XI	XI		XI			
	16	NINST				XI	XI		XI			
	34	NINST				XI	XI		XI			
(HEGN) HURGADA/Hurghada Int'l					XI			XI				
RS	16	NPA				XI	XI		XI			
	34	PA1				XI	XI		XI			
(HELX) LUXOR/Luxor Int'l					XI			XI				
RS	02	NPA				XI	XI		XI			
	20	PA1				XI	XI		XI			
(HEMA) MARSA ALAM/ Marsa Alam Int'l					XI			XI				
RNS	15	NPA				XI	XI		XI			
	33	NPA				XI	XI		XI			
(HEOW) SHARK EL OWEINAT/Shark El-Oweinat Int'l					XI			XI				
AS	01	NPA				XI	XI		XI			
	19	NINST					XI					
(HEPS) PORT SAID/Port Said Int'l					XI			XI				
AS	10	NPA				XI	XI		XI			
	28	NPA				XI	XI		XI			
(HESC) ST. CATHERINE/ St. Catherine Int'l								XI				
RS	17	NPA					XI					
	35	NINST					XI					
(HESH) SHARM-EL-SHEIKH/ Sharm-El-Sheikh Int'l					XI			XI				
RS	04L	PA1				XI	XI		XI			
	22R	NPA					XI					
	04R	NPA				XI	XI		XI			
	22L	NPA					XI					

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(HESN) ASWAN/Aswan Int'l					XI			XI				
RS	17	NPA				XI	XI		XI			
	35	PA1					XI		XI			
(HETB) TABA/Taba Int'l					XI	XI		XI				
AS	04	NPA					XI		XI			
	22	NINST					XI					
IRAN			XI	XI						XI	XI	
(OIKB) BANDAR ABBASS/					XI			XI				
Bandar Abbas Int'l	03R	NPA				X	XI		XI			
RS	21L	PA1				X	XI		XI			
									XI			
	03L	NINST				X	XI		XI			
	21R	NINST				X	XI					
(OIFM) Esfahan/ Shahid Beheshti Int'l					XI			XI				
RS	08L	NPA				X	XI		XI			
	26R	PA1				X	XI		XI			
	08R	NPA				X	XI		XI			
	26L	NPA				X	XI		XI			
(OIMM) Mashhad/ Shahid Hashemi Nejad Int'l					XI			XI				
RS	13L	NPA				X	XI		XI			
	31R	PA1				X	XI		XI			
	13R	NPA				X	XI		XI			
	31L	NPA				X	XI		XI			
(OISS) Shiraz/Shahid Dastghaib Int'l					XI			XI				
RS	11R	NPA				X	XI		XI			
	29L	PA1				X	XI		XI			
	11L	NPA				X	XI		XI			
	29R	NPA				X	XI		XI			
(OITT) Tabriz/Tabriz Int'l					XI			XI				
RNS	12L	NPA				X	XI		XI			
	30R	PA1				X	XI		XI			
	12R	NINST				X	XI		XI			
	30L	NINST				X	XI		XI			
(OIII) Tehran/ Mehrabad Int'l					XI			XI				
RS	11R	NPA				X	XI		XI			
	29L	PA1				X	XI		XI			
	11L	NPA				X	XI		XI			
	29R	NPA				X	XI		XI			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(OIIE) TEHRAN/Imam Khomaini Int'l					XI			XI				
RS	11 29	NPA PA2				X X	XI XI		XI XI			
(OIZH) ZAHEDAN/Zahedan					XI			XI				
Int'l RS	17 35	PA1 PA1				X X	XI XI		XI XI			
IRAQ			X	X						X	X	
(ORBI) BAGHDAD/Baghdad					X			XI				
Int'l. RS	15L 33R	PA1 PA1				X X	X X		X X			
	15R 33L	PA1 PA1				X X	X X		X X			
(ORMM) BASRAH/Basrah Int'l.					X			XI				
RS	14 32	NINST PA2				X X	X X		X			
(ORER) ERBIL/Erbil Int'l					X			XI				
RS	15 33	PA2 PA2				X X	X X	XI	X X			
(ORSU) SULYMANIYAH/ Sulymaniyah Int'l					X			XI				
RS	13 31	NINST PA1				X X	X X		X			
(ORNI) AL NAJAF/ Al Najaf Int'l					X			XI				
(non operational) RS	10 28	NPA NPA				X X	X X					
ISRAEL			XI	XI						X	XI	
(LLET) EILAT/Eilat					XI			XI				
RNS	03 21	NINST NINST					XI XI					
(LLHA) HAIFA/Haifa					XI			XI				
RNS	16 34	NINST NINST					XI XI					

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(LLOV) OVDA/Ovda Int'l					XI			XI				
RNS	03L 21R	NINST NINST					XI XI					
	03C 21C	NINST NINST					XI XI					
(LLBG) TEL AVIV/ Ben Gurion					XI			XI				
RS	03 21 08 26 12 30	NPA NINST NPA PA1 PA1 NPA				XI XI XI XI XI	XI XI		XI XI XI XI XI			
(LLSD) TEL AVIV/ Sde-Dov					XI			XI				
RNS	03 21	NINST NINST					XI XI					
JORDAN			XI	XI						XI	XI	
(OJAI) Amman/					XI			XI				
Queen Alia Int'l	08R 26L	NPA PA2				XI XI	XI XI		XI XI			
RS	08L 26R	PA2 PA2				XI XI	XI XI		XI XI			
(OJAM) Amman/Marka Int'l					XI			XI				
AS	06 24	NPA PA1				XI XI	XI XI		XI			
(OJAQ) AQABA/King					XI			XI				
Hussein Int'l	01	PA1				XI	XI		XI			
RS	19	NPA				XI	XI		XI			
(OJJR) JERUSALEM/ Jerusalem (Non operational)												
RS	12 30	PA1 NPA										
KUWAIT			XI	XI						XI	XI	
(OKBK) KUWAIT/ Kuwait Int'l.					XI			XI				
RS	15R 33R 15L 33R	PA2 PA2 PA2 PA2				XI XI XI XI	XI XI XI XI		XI XI XI XI			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
LEBANON			XI	XI						X	XI	
(OLBA) BEIRUT/ R.B.H-Beirut Int'l					XI			XI				
RS	17 35 16 34 03 21	PA1 NINST PA1 NINST PA1 PA1				XI XI XI XI XI XI	XI XI XI XI XI XI		X X X			 RWY 35 not used for landing RWY 36 no Land during night
OMAN			XI	XI						XI	XI	
(OOMS) Muscat/ Muscat Int'l					XI			XI				
RS	08 26	PA1 PA1				XI XI	XI XI		XI XI			
(OOSA) SALALAH/Salalah Int'l					XI			XI				
AS	07 25	NPA PA1				XI XI	XI XI		XI XI			
QATAR			XI	XI						X	XI	
(OTBD) DOHA/Doha Int'l					XI			XI				
RS	34 16	PA2 PA1				XI XI	XI XI		X X			
(OTxx) DOHA/New Doha Int'l (Future)												
RS												
SAUDI ARABIA			XI	XI						X	XI	
(OEDF) DAMMAM/King Fahd Int'l					XI			X				
RS	16L 34R 16R 34L	PA2 PA2 PA2 PA2				XI XI XI XI	XI XI XI XI		X X X X			
(OEJN) JEDDAH/King Abdulaziz Int'l					XI			X				
RS	16R 34L 16C 34C 16L 34R	PA2 PA2 PA2 PA2 PA1 PA1				XI XI XI XI XI XI	XI XI XI XI XI XI		X X X X X X			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(OEMA)MADINAH/Prince Mohammad Bin Abdulaziz					XI			X				
RS	17 35 18 36	PA1 PA1 PA1 PA1				XI XI XI XI	XI XI XI XI		X X X X			
(OERK) RIYADH/King Khalid Int'l					XI			X				
RS	15L 33R 15R 33L	PA1 PA1 PA1 PA1				XI XI XI XI	XI XI XI XI		X X X X			
SYRIA			XI	XI						X	XI	
(OSAP) ALEPPO/Aleppo Int'l.					XI			XI				
RS	09 27	PA2 PA2				XI XI	XI XI		X X			
(OSLK) LATTAKIA/Bassel Al-Assad					XI			XI				
RS	17 35	NPA PA1				XI	XI XI		 X			
(OSDI) DAMASCUS/Damascus Int'l					XI			XI				
RS	05L 23R	PA2 PA2				XI XI	XI XI		X X			
	05R 23L	PA2 PA2				XI XI	XI XI		X X			
UNITED ARAB EMIRATES			XI	XI						XI	XI	
(OMAA) ABU DHABI/ Abu Dhabi Int'l					XI			XI				
RS	13R 31L 13L 31R	PA1 PA3 PA3 PA3				XI XI XI XI	XI XI XI XI		XI XI XI XI			
(OMAL) AL AIN/ Al Ain Int'l					XI			XI				
RS	01 19	PA1 NPA				XI XI	XI XI		XI XI			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(OMDB) DUBAI/ Dubai Int'l					XI			XI				
RS	12L 30R 12R 30L	PA3 PA3 PA1 PA1				XI XI XI XI	XI XI XI XI		XI XI XI XI			
(OMFJ) FUJAIRAH/Fujairah Int'l					XI			XI				
RS	11 29	NPA PA1				XI XI	XI XI		XI XI			
(OMRK) RAS AL KHAIMAH/ Ras Al Khaimah Int'l					XI			XI				
RS	16 34	NPA PA1				XI XI	XI XI		XI XI			
(OMSJ) SHARJAH/ Sharjah Int'l					XI			XI				
RS	12 30	PA1 PA2				XI XI	XI XI		XI XI			
(OMJA) DUBAI/ Jabel Ali Int'l (Future)					XI			XI				
RS	12L 30R 12R 30L	PA3 PA3 PA3 PA3										
YEMEN			XI	XI						X	XI	
(OYAA) ADEN/ Aden Int'l					XI			XI				
RS	08 26	NPA PA1				XI XI	XI XI		XI XI			
(OYHD) HODEIDAH/ Hodeidah Int'l					XI			XI				
RS	03 21	NPA NPA				XI XI	XI XI		XI XI			
(OYRN) MUKALLA/Riyan					XI			XI				
RS	06 24	NPA NPA				XI XI	XI XI		XI XI			
(OYSN) SANA'A/Sana'a Int'l					XI			XI				
RS	18 36	PA1 NPA				XI XI	XI XI		XI XI			
(OYTZ) TAIZ/ Int'l					XI			XI				
RS	01 19	NPA NPA				XI XI	XI XI		XI XI			

ATM/SAR/AIS SG/11
Appendix 12B6 to the Report on Agenda Item 12

FASID TABLE AIS-6 — AERONAUTICAL CHART REQUIREMENTS

EXPLANATION OF THE TABLE

Column

1 Name of the State, territory or aerodrome for which aeronautical chart is required with the designation of the aerodrome use:

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

2 Runway designation numbers

3 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume 1, Chapter I, are:

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

4 Requirement for the Enroute Chart - ICAO (ENRC), shown by an ‘‘X’’ against the State or territory to be covered.

5 Requirement for the Instrument Approach Chart –ICAO (IAC), shown by an ‘‘X’’ against the runway designation to be covered.

6 Requirement for the Aerodrome/Heliport Chart – ICAO (ADC), shown by an ‘‘X’’ against the aerodrome to be covered.

7 Requirement for the Aerodrome Obstacle Chart – ICAO Type A (AOC-A), shown by an ‘‘X’’ against the runway designation to be covered.

8 Requirement for the Precision Approach Terrain Chart – ICAO (PATC), shown by an ‘‘X’’ against the runway designation to be covered.

9 Requirement for the Area Chart – ICAO (ARC), shown by an ‘‘X’’ against the aerodrome to be covered.

10 Requirement for the Standard Departure Chart-Instrument – ICAO (SID), shown by an ‘‘X’’ against the runway designation to be covered.

11 Requirement for the Standard Arrival Chart-Instrument – ICAO (STAR), shown by an ‘‘X’’ against the runway designation to be covered.

12 Requirement for the Visual Approach Chart – ICAO (VAC), shown by an ‘‘X’’ against the aerodrome or runway designation to be covered.

13 Requirement for the Aerodrome Obstacle Chart – ICAO Type C (AOC-C), shown by an ‘‘X’’ against the aerodrome to be covered.

14 Remarks.

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

X- Required but not implemented
XI- Required and implemented

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
~~AFGHANISTAN~~			~~X~~										
~~(OAKB) KABUL/Kabul Int'l~~					~~X~~								
~~RS~~	~~11~~ ~~29~~	~~NPA~~ ~~PA1~~		~~X~~ ~~X~~		~~X~~ ~~X~~							
~~(OAKN) KANDAHAR/Kandahar Int'l~~					~~X~~								
~~AS~~	~~05~~ ~~23~~	~~NPA~~ ~~NPA~~		~~X~~ ~~X~~		~~X~~ ~~X~~							
BAHRAIN			XI										
(OBBI) Bahrain/Bahrain Int'l.					XI			XI			XI		
RS	12L 30R	PA2 PA2		XI XI		XI XI							
	12R 30L	NPA NPA		XI XI		XI XI							
EGYPT			XI										
(HEAR) EL-ARISH/El-Arish Int'l					XI								
AS	16 34	NPA NPA		XI		XI XI							
(HEAT) ASYUT/Asyut Int'l					XI								No significant obstacles for RWY 13/31
AS	13 31	NPA NPA		XI		- -							
(HEAX) ALEXANDRIA/Alexandria Int'l					XI								
RS	18 36	NPA NPA		XI		XI XI							
	04 22	NPA NPA		XI		XI XI							

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
(HEAZ) CAIRO/Almaza Int'l					XI								
ANS	18 36 05 23	NPA NPA NINST NINST		XI		X X X X							
(HEBA) ALEXANDRIA/Borg El-Arab Int'l					XI								
RS	14 32	PA1 NPA		XI		- -							No significant obstacles for RWY 14/32
(HECA) CAIRO/Cairo Int'l					XI								
RS	05L 23R 05R 23L 16 34	PA2 PA2 PA2 PA2 NINST NINST		XI XI XI XI		XI XI XI XI XI XI	X X X X						
(HEGN) HURGADA/Hurghada Int'l					XI								
RS	16 34	NPA PA1		XI		- -							No significant obstacles for RWY 16/34
(HELX) LUXOR/Luxor Int'l					XI								
RS	02 20	NPA PA1		XI XI		- -							No significant obstacles for RWY 02/20
(HEMA) MARSA ALAM/ Marsa Alam Int'l					XI								No significant obstacles for RWY 15/33
RNS	15 33	NPA NPA		XI XI		- -							
(HEOW) SHARK EL OWEINAT/Shark El-Oweinat Int'l					XI								
AS	01 19	NPA NINST		XI		X X							
(HEPS) PORT SAID/Port Said Int'l					XI								
AS	10 28	NPA NPA		XI		XI XI							
(HESC) ST. CATHERINE/ St. Catherine Int'l					XI								

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
RS	17 35	NPA NINST				XI XI							
(HESH) SHARM-EL-SHEIKH/ Sharm-El-Sheikh Int'l					XI								
RS	04L 22R 04R 22L	PA1 NPA NPA NPA		XI XI		X X X X							
(HESN) ASWAN/Aswan Int'l					XI								
RS	17 35	NPA PA1		XI XI		- -							No significant obstacles for RWY 17/35
(HETB) TABA/Taba Int'l					XI								
AS	04 22	NPA NINST		XI		XI XI							
IRAN			XI										
(OIKB) BANDAR ABBASS/					XI			X					
Bandar Abbas Int'l RS	03R 21L 03L 21R	NPA PA1 NINST NINST		XI XI		X X X X			XI XI	XI XI			
(OIFM) Esfahan/ Shahid Beheshti Int'l					XI			X					
RS	08L 26R 08R 26L	NPA PA1 NPA NPA		XI XI XI XI		X X X X			XI XI XI XI	 XI XI			
(OIMM) Mashhad/ Shahid Hashemi Nejad Int'l					XI			XI					
RS	13L 31R 13R 31L	NPA PA1 NPA NPA		XI XI XI XI		X X X X			XI XI XI XI	XI XI XI XI			
(OISS) Shiraz/Shahid Dastghaib Int'l					XI			X					
RS	11R 29L 11L 29R	NPA PA1 NPA NPA		X XI X XI		X X X X			XI XI XI XI	 XI XI			

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
(OITT) Tabriz/Tabriz Int'l					XI								
RNS	12L 30R 12R 30L	NPA PA1 NINST NINST		XI XI		X X X X			XI XI	XI XI			
(OIII) Tehran/ Mehrabad Int'l					XI			XI					
RS	11R 29L 11L 29R	NPA PA1 NPA NPA		XI XI XI XI		X X X X			XI XI XI XI	XI XI XI XI			
(OIIE) TEHRAN/Imam Khomaini Int'l					XI			XI					
RS	11 29	PA1 PA2		XI XI		X X	XI		XI XI	XI XI			
(OIZH) ZAHEDAN/Zahedan					XI								
Int'l RS	17 35	NPA PA1		X XI		X X			XI XI	X XI			
IRAQ			X										
(ORBI) BAGHDAD/Baghdad					XI								The existing charts should be updated.
Int'l. RS	15L 33R	NINST NINST		X X		XI XI							
	15R 33L	NINST NINST		X X		XI XI							
(ORMM) BASRAH/Basrah Int'l.					X								
RS	14 32	NINST NINST		X X		XI XI							
(ORER) ERBIL/Erbil Int'l													
RS	15 33	PA2 PA2											
(ORSU) SULYMANIYAH/ Sulymaniyah Int'l													
RS	13 31	NINST PA1											

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
(ORNI) AL NAJAF/ Al Najaf Int'l (non operational).													
RS	10 28	NPA NPA											
ISRAEL			X										
(LLET) EILAT/Eilat					XI						XI		
RNS	03 21	NPA NINST		XI		XI XI			XI XI				
(LLHA) HAIFA/Haifa					XI								
RNS	16 34	NINST NINST				X X							
(LLOV) OVDA/Ovda Int'l					XI								
RNS	02L 20R	NINST NPA		XI		XI XI							
(LLBG) TEL AVIV/ Ben Gurion					XI			XI					
RS	03 21 08 26 12 30	NPA NINST NPA PA1 PA1 NPA		 XI XI XI		XI XI XI XI XI XI			XI XI XI XI XI XI		 XI		
(LLSD) TEL AVIV/ Sde-Dov					XI								
RNS	03 21	NINST NINST				X X			XI XI				
JORDAN			XI										
(OJAI) Amman/					XI								
Queen Alia Int'l RS	08R 26L 08L 26R	NPA PA2 PA2 PA2		XI XI		XI XI			XI XI	XI XI			

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
(OJAM) Amman/Marka Int'l					XI								
AS	06	NPA		XI		XI			XI	XI			
	24	PA1		XI		XI	X		XI	XI			
				XI		XI	X		XI	XI			
				XI		XI	X		XI	XI			
(OJAQ) AQABA/King					XI						XI		
Hussein Int'l	01	PA1		XI		XI			XI				
RS	19	NPA		XI		XI			XI				
(OJJR) JERUSALEM/ Jerusalem (Non operational)													
RS	12	PA1											
	30	NPA											
KUWAIT			XI										
OKBK KUWAIT/Kuwait Int'l.					XI								
RS	33L	PA2		XI		XI	XI		XI	XI			
	15R	PA2		XI		XI	XI		XI	XI			
	33R	PA2		XI		XI	XI		XI	XI			
	15L	PA2		XI		XI	XI		XI	XI			
LEBANON			XI										
(OLBA) BEIRUT/ R.B.H-Beirut Int'l					XI								
RS	17	PA1		XI		XI			XI	XI			
	35	NINST				XI							
	16	PA1				XI				XI			
	34	NINST				XI							
	03	PA1		XI		XI			XI	XI			
	21	PA1				XI			XI		XI		
OMAN			X										
(OOMS) Muscat/ Muscat Int'l					XI								
RS	08	PA1		XI		XI			XI	XI			
	26	PA1		XI		XI			XI	XI			
(OOSA) SALALAH/Salalah Int'l					XI						XI		
AS	07	NPA		XI		-			XI	XI			No significant obstacle for RWY 07/25
	25	PA1		XI		-			XI	XI			

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
QATAR			XI										
(OTBD) DOHA/Doha Int'l					X						XI		
RS	34	PA2		XI		XI							
	16	PA1		XI		XI	XI						
(OTxx) DOHA/New Doha Int'l (Future)													
RS													
SAUDI ARABIA			X										
(OEDF) DAMMAM/King Fahd Int'l					XI			XI					
RS	16L	PA1		XI		XI	XI		XI				
	34R	PA1		XI		XI	XI		XI				
	16R	PA1		XI		XI	XI		XI				
	34L	PA1		XI		XI	XI		XI				
(OEJN) JEDDAH/King Abdulaziz Int'l					XI			XI					
RS	16R	PA2		XI		XI	XI		XI				
	34L	PA2		XI		XI	XI		XI				
	16C	PA2		XI		XI	XI		XI				
	34C	PA2		XI		XI	XI		XI				
	16L	PA1		XI		X			XI				
	34R	PA1		XI		X			XI				
(OEMA)MADINAH/Prince Mohammad Bin Abdulaziz					XI			XI					
RS	17	PA1		XI		X			XI				
	35	PA1		XI		X			XI				
	18	NPA		XI		X			XI				
	36	PA1		XI		X			XI				
(OERK) RIYADH/King Khalid Int'l					XI			XI					
RS	15L	PA1		XI		XI	XI		XI				
	33R	PA1		XI		XI	XI		XI				
	15R	PA1		XI		XI	XI		XI				
	33L	PA1		XI		XI	XI		XI				
SYRIA			X										
(OSAP) ALEPPO/Aleppo Int'l.					XI								
RS	09	PA2				X							
	27	PA2		XI		X							

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
(OSLK) LATTAKIA/Bassel Al-Assad					XI								
RS	17 35	NPA PA1		XI		X X							
(OSDI) DAMASCUS/Damascus Int'l					XI						XI		
RS	05L 23R	PA2 PA2		XI XI		XI XI	XI XI		XI XI				
	05R 23L	PA2 PA2		XI XI		X X	XI XI		XI XI				
UNITED ARAB EMIRATES			XI										
(OMAA) ABU DHABI/ Abu Dhabi Int'l					XI								
RS	13R 31L 13L 31R	PA1 PA3 PA3 PA3		XI XI XI XI		- - - -	XI XI XI XI		XI XI XI XI				Obstacles depicted on the ADC and PATC
(OMAL) AL AIN/ Al Ain Int'l					XI								
RS	01 19	PA1 NPA		XI XI		X X							
(OMDB) DUBAI/ Dubai Int'l					XI								
RS	12L 30R 12R 30L	PA3 PA3 PA1 PA1		XI XI XI XI		XI XI XI XI	XI XI XI XI		XI XI XI XI	XI XI XI XI			
(OMFJ) FUJAIRAH/Fujairah Int'l					XI								
RS	11 29	NPA PA1		XI		XI XI			XI				
(OMRK) RAS AL KHAIMAH/ Ras Al Khaimah Int'l					XI								
RS	16 34	NPA PA1		XI XI		X X			XI				
(OMSJ) SHARJAH/ Sharjah Int'l					XI								Obstacles depicted on the ADC and PATC
RS	12 30	PA1 PA2		XI XI		- -	XI		XI XI	XI XI			

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
(OMJA) DUBAI/ Jabel Ali Int'l (Future)													
RS	12L 30R 12R 30L	PA3 PA3 PA3 PA3											
YEMEN			X										
(OYAA) ADEN/ Aden Int'l					XI			XI					
RS	08 26	NPA PA1		XI XI		XI XI							
(OYHD) HODEIDAH/ Hodeidah Int'l					XI			XI			XI		AOC-A issued in AIP AMDT 02/06
RS	03 21	NPA NPA		XI XI		XI XI							
(OYRN) MUKALLA/Riyan					XI			XI					AOC-A issued in AIP AMDT 02/06
RS	06 24	NPA NPA		XI		XI XI							
(OYSN) SANA'A/Sana'a Int'l					XI			XI					
RS	18 36	PA1 NPA		XI		XI XI			XI XI	XI XI			
(OYTZ) TAIZ/ Taiz Int'l					XI						XI		AOC-A issued in AIP AMDT 02/06
RS	01 19	NPA NPA		X X		XI XI							

ATM/SAR/AIS SG/11
Appendix 12B7 to the Report on Agenda Item 12

FASID Table AIS-7

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

EXPLANATION OF THE TABLE

Column

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

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

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

ATM/SAR/AIS SG/11
Appendix 12B8 to the Report on Agenda Item 12

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

EXPLANATION OF THE TABLE

Column

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

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

ATM/SAR/AIS SG/11
Appendix 12C to the Report on Agenda Item 12C

METHODOLOGY FOR THE IMPLEMENTATION OF QMS WITHIN MID STATES' AISs

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

a) Set up a project structure relative to the implementation of QMS (project team, managing Committee, etc) and appoint a quality manager.

b) Appoint quality representatives from various areas of activity.

c) Define the roles and responsibilities of the Project Team Members.

d) Secure a financial commitment for the project.

e) Increase the workforce awareness about quality management and the importance of customer satisfaction.

f) Allocate necessary resources in order to implement, maintain and improve the quality system taking into consideration the customer requirements.

g) Select a consultant to guide the process, assist in the correct interpretation of ISO 9000 requirements and ensure that the internal Team is kept on track for compliance.

h) Determine the quality system framework/scope and decide if there is any permissible exclusion.

i) Undertake quality system and English language proficiency training.

j) Train internal auditors with a view to carry out internal audits of the system and participate in the process of development, implementation and continual improvement of the QMS.

k) Motivate the AIS personnel, encourage the teamwork and get everybody involved in writing down how he carries out his parts of the AIS/MAP activities.

l) Establish a mechanism/procedure to ensure that the competence/skill of the AIS staff is regularly evaluated and meet the requirements. A licensing system could be envisaged for this purpose.

m) Establish a continuous dialogue with the end users and identify their requirements with a view to provide them with value-added, defect-free and high quality products that are timely and competitively priced.

ATM/SAR/AIS SG/11
Appendix 12D to the Report on Agenda Item 12

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

A) TERMS OF REFERENCE

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

1) identify the difficulties that MID States could have to comply with Annex 15 requirements pertaining to quality system;

2) develop a common understanding of ISO 9000 requirements and develop associated guidelines as required;

3) foster the implementation of the methodology adopted in the MID Region for the implementation of QMS within Aeronautical Information Services;

4) guide the development and support the roll-out of an awareness campaign for QMS implementation within MID States; and

5) monitor the implementation of QMS within MID States' AISs.

B) COMPOSITION

The QMS AG will be composed of the following Experts:

State	Member's Name and Title	Member's Contact Details
Bahrain * ***(Rapporteur of the AG)***	**Mr. Mohammed Al Hallaq** AIS Supersvisor and Quality Coordinator	Fax: (973) 17 32 3 876 Tel: (973) 17 329 813 (973) 17 321 181 Mobile: (973) 3968 4688 Email: alhallaq@caa.gov.bh
	Mr. Ali Abdulla AlMutaie AIS data Supervisor	Fax: (973) 17323876 Tel: (973) 17321181 Mobile: (973) 39697374 Email: amutaie@caa.gov.bh
Egypt	**Mr. Mahfouz Mostafa Ahmed** General Manager of AIS Publications	Fax: (20) 2 2267 8882/5 Tel: (20) 2 2267 9009 Mobile: (20) 10 8555079 Email: mahfouz.moustafa@nansceg.org ais@nansceg.org
Iran	**Mr. Amir Ghahremani** **AIS Expert**	Fax: +9821 44649269 Tel: +9821 66025108 Mobile: +989124122230 Email: ghahremani2004@yahoo.com

State	Member's Name and Title	Member's Contact Details
	Mrs. Narges Assari **AIS Expert**	Tel : +9821 66025108 Fax : +9821 44649269 Mobile: +98910102005738 Email: n.assari@airport.ir ais_iran@airport.ir
Jordan	**Mrs. Hanan Qabartai** Chief AIS HQ	Tel: (962) 6 4892282 ext. 3525 Fax: (962) 6 4891266 Mobile: (962)796768012 Email: ais.hq@carc.gov.jo
Kuwait	**Mr. Salah Al Mushaiti** AIS Officer	Tel: (965-2) 473 7583 Fax: (965-2) 476 5512 Mobile: (965) 6668 1897 Email: smais@hotmail.com
Oman	**Mr. Jaffar Abdulamir** Assistant Chief AIS	Tel: +968 24518350 Fax: +968 24519850 Mobile: +968 99316040 Email: aisaip@yahoo.com
Saudi Arabia	**Mr. Gharman Abdel Aziz El Shahri** Chief of Charting Office	Fax: (966) 6405000 Ext. 2302 Tel: (966) 640 5000 Ext 2300 Mobile: (966) 504 700 111 Email: abu_bander1@yahoo.com
Yemen	**Mr. Hussein Al –Sureihi** Director of AIS-HQ	Fax: (967-1) 345 527 Tel: (967-1) 346652/3 Mobile: (967) 77777 6898 Email: jaber777768@yahoo.com

C) WORKING ARRANGEMENTS

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

The work of the QMS AG shall be carried out mainly through exchange of correspondence, between its Members using all means of communication (email, facsimile, Tel, Teleconferencing, ICAO MID Forum, etc).

ATM/SAR/AIS SG/11
Appendix 12E to the Report on Agenda Item 12

MID REGION AIS AUTOMATION ACTION GROUP (AISA AG)

A) TERMS OF REFERENCE

With a view to foster and harmonize the implementation of AIS Automation in the MID Region, the AIS Automation Action Group shall:

1) ensure that AIS systems in the MID Region be automated along the same or similar lines in order to ensure compatibility and monitor the implementation process;

2) monitor technical and operational developments related to AIS automation in other regions, including AIXM, eAIP, EAD, etc, and consider how the MID Region could take benefit from these developments;

3) develop a common understanding of the aeronautical information conceptual and exchange models;

4) foster the development of eAIP by MID States;

5) develop a cohesive and comprehensive AIS Automation Plan for the MID Region, taking into consideration the communication infrastructure necessary for the exchange of aeronautical information; and

6) coordinate with the CNS Sub Group, as necessary, to identify the communications issues linked to the implementation of an AIS Automation system/database for the MID Region.

B) COMPOSITION

The composition of the AISA AG is as follows:

STATE	MEMBER'S NAME AND TITLE	MEMBER'S CONTACT DETAILS
Bahrain	**Mr. Salah Alhumood** Head of AIS and Airspace Planning	Email: shumood@caa.gov. bh Tel: (973) 17 321 180 Fax: (973) 17 321 992 Mobile: (971) 3640 0424
	Mr. Fathi Al-Thawadi Head Aeronautical Operation System	Email: fathi@caa.gov. bh Tel: 973) 1732 9153 Fax: (973) 19 321 992 Mobile: (971) 39676614
Egypt	**Mr. Moataz Abd El Aziz El Naggar** Director of AIS Publications	Email: mizo_air2000@yahoo.com Tel: +20 10 72 08 848 Fax: +20 2 22 67 88 82
	Mr. Ahmed Allam AIS Specialist	Email: ahmedallam71@hotmail.com Tel: +2010 16 95 200 Fax: +20 2 22 67 88 82

STATE	MEMBER'S NAME AND TITLE	MEMBER'S CONTACT DETAILS
Iran *(***Rapporteur of the Group***)	***Mr. Abbas Niknejad** Chief of Iran AIS (D.G. of ATM)	Email: abbas.niknejad@gmail.com Tel: +(9821) 66025108 Fax: +(9821) 44649269
	Mrs. Narges Assari **AIS Expert**	Email: n.assari@airport.ir ais_iran@airport.ir Tel : +9821 66025108 Fax : +9821 44649269 Mobile: +98910102005738
	Mr. Javad Pashaie Deputy D.G of ATS	Email: ais_iran@airport.ir Tel: +982 1 445 441 03 Fax: +982 1 445 441 02
Jordan	**Mrs. Hanan Qabartai** Chief AIS HQ	Email: ais.hq@carc.gov.jo Tel: (962) 6 4892282 ext. 3525 Fax: (962) 6 4891266 Mobile: (962)796768012
	Mrs. Mona An-naddaf Head AFTN/AIS Systems Engineer	Email: aftn_ais@carc.gov.jo Tel: (962) 6 4892282 ext. 3500 Fax: (962) 6 4891659
Oman	**Dr. Shobber Sharaf Al-Moosawi** Chief AIS	Email: shobber@dgcam.gov.om omanysweet@hotmail.com Tel: (968) 24 519 507 Fax: (968) 24 519 523
Saudi Arabia	**Mr. Abdulrahman Batouk** Communication & Computer Engineer (Automation Engineering Branch, GACA)	Email: arbatouk@gmail.com Tel: (966) 555664381 Fax: (966-2) 671 9041
	Mr. Yaqoub Mohamed Noor	Email: ymn312@gmail.com Tel: (966-2) 6405000 Fax: (966-2) 640 5622 Mob: (966) 50 46 30 310
	Mr. Walid Alfattani	

C) WORKING ARRANGEMENTS

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

The work of the AISA AG shall be carried out mainly through exchange of correspondence, between its Members using all means of communication (email, facsimile, Tel, Teleconferencing, ICAO MID Forum, etc).

ATM/SAR/AIS SG/11
Appendix 12F to the Report on Agenda Item 12

ICAO MIDDLE EAST OFFICE
ELECTRONIC TERRAIN AND OBSTACLE DATA (eTOD) CHECKLIST

Introduction:

The purpose of this eTOD checklist is to assist States in the process of implementation of eTOD. To ensure a safe and efficient implementation of eTOD, the Civil Aviation Authorities should:

- determine the parties/administrations involved in the implementation of eTOD, inter-alia:

    - Ministry responsible for Transportation/Civil Aviation;
    - Civil Aviation Authority;
    - Air Navigation Service Provider (ANSP);
    - Aerodrome Service Providers;
    - National Geographic, Geodetic, Topographic and/or Survey Administrations/Agencies;
    - Military;
    - Airlines;
    - Local Authorities or those responsible for aerodrome safeguarding/construction approval in the vicinity of aerodromes;
    - GSM antenna operators;
    - Administrations for radio and television broadcasts;

- ensure that a Focal Point has been nominated to coordinate all eTOD issues at both the national and international level;

- ensure that awareness campaigns and training programmes related to eTOD have been planned/organized for the benefit of all concerned staff from within and outside the CAA;

- check the availability of State's policy for the safeguarding of aerodromes from obstacle penetration, consider how effective the policy is and determine if available data can be demonstrated to be in compliance with eTOD requirements. In the absence of a declared or established policy, consider establishing one;

- check if National regulation for the provision of eTOD has been developed. In the absence of a National Regulation, consider establishing one, taking into consideration the following:

    - the data sources which should be regulated, the responsibility for the provision and process of data;
    - State's policy with regard to implementing the ICAO Annex 15 SARPs related to eTOD and eventually the notification of difference, if any;
    - State's policy with regard to data maintenance;
    - consider how and by whom the eTOD will be made available;
    - State's policy for the oversight/inspection of all involved parties/administrations in the process of provision of eTOD; and

- State's policy for cost-recovery related to the provision of eTOD. Identify how the costs, both initial and ongoing, are to be recovered for each Area and in case charges are to be levied on the use of data, identify the appropriate means/mechanisms by which the revenue can be collected.

– ensure that necessary resources for the implementation of eTOD have been secured;

– ensure that an Action Plan/Roadmap with clear timelines and assigned responsibilities for the provision of eTOD has been developed;
– ensure that the possible sources of terrain and obstacle data have been identified;

– ensure that the candidate techniques that will be used for Terrain and Obstacle Data acquisition have been identified and determined;

– ensure that the survey requirements for each of the four Areas, including resurvey intervals have been determined;

– ensure that the responsibilities that may be placed upon surveyors to ensure that they use the correct standards, have been identified;

– ensure that a mechanism is established to ensure that the quality of eTOD is maintained from the survey up to the end user;

– ensure that cross-boarder issues have been addressed and consider the establishment of agreements with neighboring States to exchange and harmonize common data, as necessary;

– ensure that the means/media by which each dataset shall be made available have been determined; and

– ensure that means of carrying out oversight/inspections for monitoring progress have been established.

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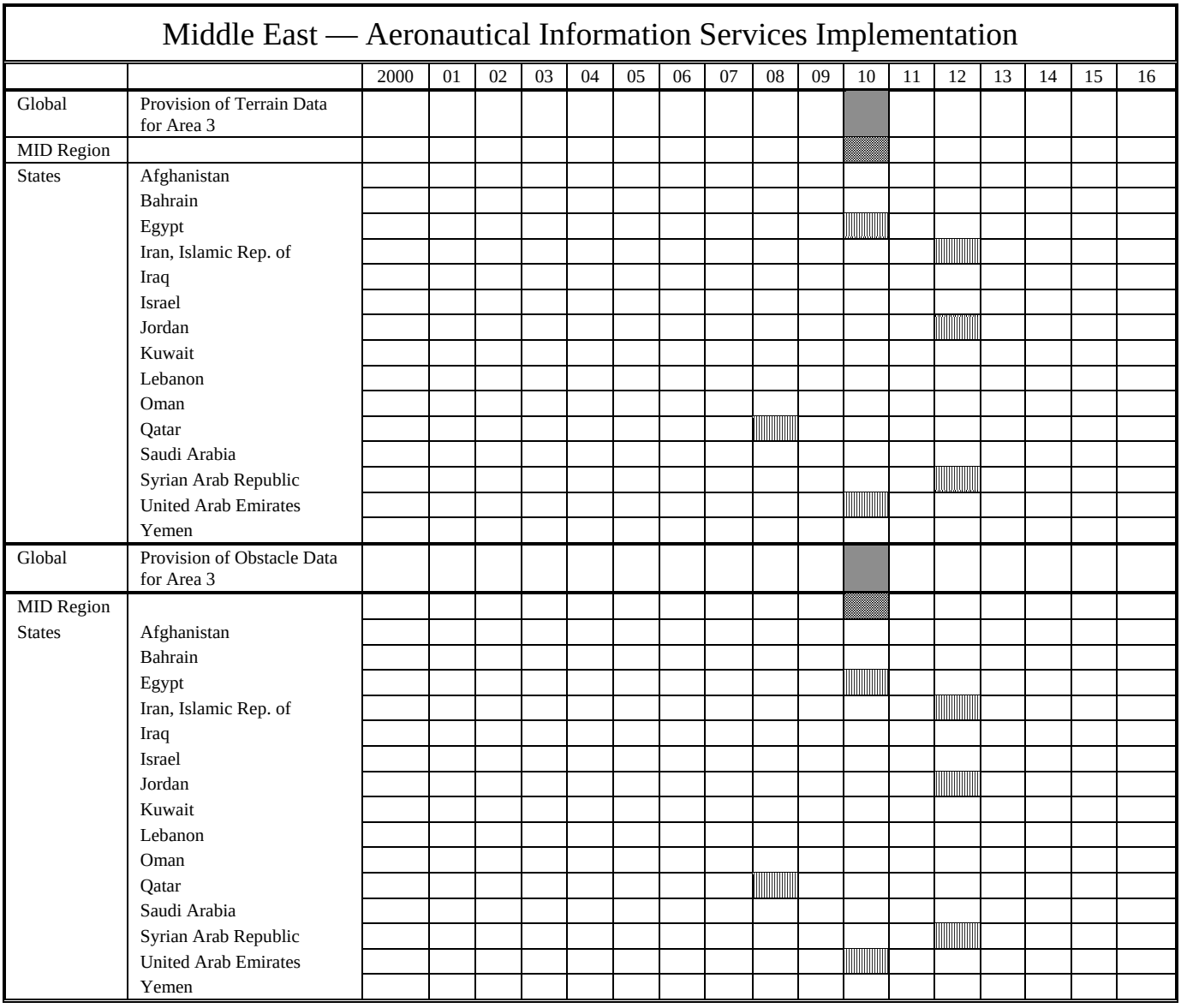
Appendix 12G to the Report on Agenda Item 12

Middle East — Aeronautical Information Services Implementation

		2000	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Global	Provision of Terrain Data for Area 1																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Provision of Obstacle Data for Area 1																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	

Middle East — Aeronautical Information Services Implementation

		2000	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Global	Provision of Terrain Data for Area 2																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Provision of Obstacle Data for Area 2																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	


Middle East — Aeronautical Information Services Implementation
2000 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
Global
Provision of Terrain Data for Area 3
MID Region
States
Afghanistan
Bahrain
Egypt
Iran, Islamic Rep. of
Iraq
Israel
Jordan
Kuwait
Lebanon
Oman
Qatar
Saudi Arabia
Syrian Arab Republic
United Arab Emirates
Yemen
Global
Provision of Obstacle Data for Area 3
MID Region
States
Afghanistan
Bahrain
Egypt
Iran, Islamic Rep. of
Iraq
Israel
Jordan
Kuwait
Lebanon
Oman
Qatar
Saudi Arabia
Syrian Arab Republic
United Arab Emirates
Yemen

Middle East — Aeronautical Information Services Implementation

		2000	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Global	Provision of Terrain Data for Area 4																	
MID Region																		
States	Afghanistan									-	-	-	-	-	-	-	-	-
	Bahrain									-	-	-	-	-	-	-	-	-
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel									-	-	-	-	-	-	-	-	-
	Jordan																	
	Kuwait																	
	Lebanon									-	-	-	-	-	-	-	-	-
	Oman									-	-	-	-	-	-	-	-	-
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic									-	-	-	-	-	-	-	-	-
	United Arab Emirates																	
	Yemen									-	-	-	-	-	-	-	-	-

ATM/SAR/AIS SG/11
Appendix 12H to the Report on Agenda Item 12

MID REGION eTOD IMPLEMENTATION STRATEGY

Considering:

a) the new provisions introduced by Amendment 33 to Annex 15 related to eTOD; and

b) the guidance material contained in Doc 9881 (Guidelines for electronic Terrain, Obstacle and Aerodrome Mapping Information); and

Recognizing that:

i) significant safety benefits for international civil aviation will be provided by in-flight and ground-based applications that rely on quality electronic Terrain and Obstacle Data; and

ii) the implementation of eTOD requirements is a challenging costly and cumbersome task of cross-domain nature;

The MID Region eTOD implementation strategy is detailed below:

1) the eTOD implementation should be in compliance with ICAO provisions contained in Annex 15 and Doc 9881;

2) the eTOD implementation should be based on national plans/roadmaps;

3) eTOD implementation should be managed by each State as a national eTOD programme supported by necessary resources, a high level framework and a detailed planning including priorities and timelines for the implementation of the programme;

4) States should adopt/follow a collaborative approach involving all concerned parties in the implementation of eTOD provisions and establish a multi-disciplinary team defining clearly the responsibilities and roles of the different Administrations within and outside the Civil Aviation Authority in the implementation process (AIS, Aerodromes, Military, National Geographic and Topographic Administrations/ Agencies, etc);

5) eTOD requirements should be analyzed and a common understanding of these requirements should be developed;

6) States should make an inventory and evaluate the quality of existing terrain and obstacle data sources and in the case of data collection, consider carefully the required level of details of collected terrain and obstacle data with particular emphasis on obstacle data and associated cost;

7) States should carry out theoretical studies of candidate techniques for data acquisition (photogrammetry, LIDAR, etc) based on a Cost-Benefit Analysis and supported by case study for a representative aerodrome;

8) in the development of their eTOD programme, States should take into consideration the requirements for update/maintenance of data, especially the obstacle data;

9) States, while maintaining the responsibility for data quality and availability, should consider to which extent provision of electronic terrain and obstacle data could be delegated to national geodetic Institutes/Agencies, based on Service Level Agreement reflecting such delegation. Collaboration between States and data providers/integrators should also be considered;

10) ICAO and States should undertake awareness and training programmes to promote and expedite the eTOD implementation;

11) implementation of eTOD provisions should be considered as a global matter, which necessitates coordination and exchange of experience between States, ICAO and other national/international organizations involved;

12) to the extent possible, States should work co-operatively especially with regard to the cross-border issue, for the sake of harmonization and more efficient implementation of eTOD; and

13) States encountering difficulties for the implementation of eTOD may seek assistance from ICAO, through a TCB project, and/or from other States.

ATM/SAR/AIS SG/11
Appendix 12I to the Report on Agenda Item 12

PROPOSAL FOR AMENDMENT TO THE MID BASIC ANP (DOC 9708) FOR THE INTRODUCTION OF A NEW SECTION RELATED TO eTOD

World Geodetic System – 1984 (WGS-84)

…

5.9 In order to ensure that quality (accuracy, resolution and integrity) and traceability requirements for the WGS-84 related geographical coordinate data are met, States must take measures to develop and introduce a quality system programme. This programme containing procedures, processes and resources should be in conformity with the International Organization for Standardization (ISO) 9000 series of quality assurance standards.

(Insert the following new Text)

Electronic Terrain and Obstacle Data (eTOD) Requirements

(FASID Table AIS 9)

6.1 Recognizing that significant safety benefits for international civil aviation will be provided by in-flight and ground-based applications that rely on quality electronic Terrain and Obstacle Data (eTOD), States should make every effort to implement the eTOD provisions in accordance with Chapter 10 of Annex 15 and Doc 9881.

6.2 FASID Table AIS-X sets out the requirements for the provision of Electronic Terrain and Obstacle Data (eTOD) to be provided by States.

6.3 The implementation of eTOD should involve different Administrations within and outside the Civil Aviation Authority i.e.: AIS, Aerodromes, Military, National Geographic and Topographic Administrations/Agencies, procedure designers, etc.

6.4 States, while maintaining the responsibility for data quality and availability, should consider to which extent the provision of electronic terrain and obstacle data could be delegated to national geodetic Institutes/Agencies, based on Service Level Agreement reflecting such delegation.

6.5 States should consider carefully the required level of details of collected terrain and obstacle data with particular emphasis on obstacle data and associated cost.

6.6 States should take into consideration the requirements for update/maintenance of data, especially related to obstacles.

6.7 States should work co-operatively with regard to the cross-border issue, for the sake of harmonization and more efficient implementation of eTOD.

(Renumber the following paragraphs)

ATM/SAR/AIS SG/11
Appendix 12J to the Report on Agenda Item 12

FASID TABLE AIS-9 — eTOD REQUIREMENTS

EXPLANATION OF THE TABLE

Column

1 Name of the State, territory or aerodrome for which electronic Terrain and Obstacle Data (eTOD) are required with the designation of the aerodrome use:

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

2 Runway designation numbers

3 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume 1, Chapter I, are:

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

4 Requirement for the provision of Terrain data for Area 1, shown by an ‘‘X’’ against the State or territory to be covered.

5 Requirement for the provision of Terrain data for Area 2 (TMA), shown by an ‘‘X’’ against the aerodrome to be covered.

6 Requirement for the provision of Terrain data for Area 2 (45 Km radius from the ARP), shown by an ‘‘X’’ against the aerodrome to be covered.

7 Requirement for the provision of Terrain data for Area 3, shown by an ‘‘X’’ against the aerodrome to be covered.

8 Requirement for the provision of Terrain data for Area 4, shown by an ‘‘X’’ against the runway threshold to be covered.

9 Requirement for the provision of Obstacle data for Area 1, shown by an ‘‘X’’ against the State or territory to be covered.

10 Requirement for the provision of Obstacle data for Area 2 (TMA), shown by an ‘‘X’’ against the aerodrome to be covered.

11 Requirement for the provision of Obstacle data for Area 2 (45 Km radius from the ARP), shown by an ‘‘X’’ against the aerodrome to be covered.

12 Requirement for the provision of Obstacle data for Area 3, shown by an ‘‘X’’ against the aerodrome to be covered.

13 Remarks (timetable for implementation)

Note: For Columns 4 to 12 use the following symbols:

X- Required but not implemented
XI- Required and implemented

eTOD Requirements (MID FASID Table AIS-9)

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
AFGHANISTAN			X					X				
(OAKB) KABUL/Kabul Int'l				X		X			X		X	
RS	11 29	NPA PA1										
(OAKN) KANDAHAR/Kandahar Int'l												
AS	05 23	NPA NPA										
BAHRAIN			X					X				
(OBBI) Bahrain/Bahrain Int'l.				X		X			X		X	
RS	12L 30R	PA2 PA2										
	12R 30L	NPA NPA										
EGYPT			X					X				
(HEAR) EL-ARISH/El-Arish Int'l				X		X			X		X	
AS	16 34	NPA NPA										
(HEAT) ASYUT/Asyut Int'l				X		X			X		X	
AS	13 31	NPA NPA										
(HEAX) ALEXANDRIA/Alexandria Int'l				X		X			X		X	
RS	18 36	NPA NPA										
	04 22	NPA NPA										
(HEAZ) CAIRO/Almaza Int'l				X		X			X		X	
ANS	18 36 05 23	NPA NPA NINST NINST										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
(HEBA) ALEXANDRIA/Borg El-Arab Int'l				X		X			X		X	
RS	14	PA1										
	32	NPA										
(HECA) CAIRO/Cairo Int'l				X		X			X		X	
RS	05L	PA2					X					
	23R	PA2					X					
	05R	PA2					X					
	23L	PA2					X					
	16	NINST										
	34	NINST										
(HEGN) HURGADA/Hurghada Int'l				X		X			X		X	
RS	16	NPA										
	34	PA1										
(HELX) LUXOR/Luxor Int'l				X		X			X		X	
RS	02	NPA										
	20	PA1										
(HEMA) MARSA ALAM/ Marsa Alam Int'l				X		X			X		X	
RNS	15	NPA										
	33	NPA										
(HEOW) SHARK EL OWEINAT/Shark El-Oweinat Int'l				X		X			X		X	
AS	01	NPA										
	19	NINST										
(HEPS) PORT SAID/Port Said Int'l				X		X			X		X	
AS	10	NPA										
	28	NPA										
(HESC) ST. CATHERINE/ St. Catherine Int'l				X		X			X		X	
RS	17	NPA										
	35	NINST										
(HESH) SHARM-EL-SHEIKH/ Sharm-El-Sheikh Int'l				X		X			X		X	
RS	04L	PA1										
	22R	NPA										
	04R	NPA										
	22L	NPA										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
(HESN) ASWAN/Aswan Int'l				X		X			X		X	
RS	17 35	NPA PA1										
(HETB) TABA/Taba Int'l				X		X			X		X	
AS	04 22	NPA NINST										
IRAN			X					X				
(OIKB) BANDAR ABBASS/					X	X				X	X	
Bandar Abbas Int'l RS	03R 21L 03L 21R	NPA PA1 NINST NINST										
(OIFM) Esfahan/ Shahid Beheshti Int'l					X	X				X	X	
RS	08L 26R 08R 26L	NPA PA1 NPA NPA										
(OIMM) Mashhad/ Shahid Hashemi Nejad Int'l					X	X				X	X	
RS	13L 31R 13R 31L	NPA PA1 NPA NPA										
(OISS) Shiraz/Shahid Dastghaib Int'l					X	X				X	X	
RS	11R 29L 11L 29R	NPA PA1 NPA NPA										
(OITT) Tabriz/Tabriz Int'l					X	X				X	X	
RNS	12L 30R 12R 30L	NPA PA1 NINST NINST										
(OIII) Tehran/ Mehrabad Int'l				X		X			X		X	
RS	11R 29L 11L 29R	NPA PA1 NPA NPA										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
(OIIE) TEHRAN/Imam Khomaini Int'l					X	X				X	X	
RS	11 29	NPA PA2					X					
(OIZH) ZAHEDAN/Zahedan				X	X				X	X		
Int'l RS	17 35	NPA PA1										
IRAQ			X					X				
(ORBI) BAGHDAD/Baghdad				X		X			X		X	
Int'l. RS	15L 33R	NINST NINST					X X					
	15R 33L	NINST NINST										
(ORMM) BASRAH/Basrah Int'l.				X		X			X		X	
RS	14 32	NINST NINST					X X					
(ORER) ERBIL/Erbil Int'l												
RS												
(ORSU) SULYMANIYAH/ Sulymaniyah Int'l												
RS												
(ORNI) AL NAJAF/ Al Najaf Int'l (non operational).												
RS												
ISRAEL			X					X				
(LLET) EILAT/Eilat				X		X			X		X	
RNS	03 21	NPA NINST										
(LLHA) HAIFA/Haifa				X		X			X		X	
RNS	16 34	NINST NINST										
(LLOV) OVDA/Ovda Int'l				X		X			X		X	
RNS	02L 20R	NINST NPA										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
(LLBG) TEL AVIV/ Ben Gurion				X		X			X		X	
RS	03 21 08 26 12 30	NPA NINST NPA PA1 PA1 NPA										
(LLSD) TEL AVIV/ Sde-Dov				X		X			X		X	
RNS	03 21	NINST NINST										
JORDAN			XI					XI				
(OJAI) Amman/				X		X			X		X	
Queen Alia Int'l	08R 26L 08L 26R	NPA PA2 PA2 PA2					X X X					
RS												
(OJAM) Amman/Marka Int'l				X		X			X		X	
AS	06 24	NPA PA1										
(OJAQ) AQABA/King					X	X				X	X	
Hussein Int'l	01	PA1										
RS	19	NPA										
(OJJR) JERUSALEM/ Jerusalem (Non operational)					X	X				X	X	
RS	12 30	PA1 NPA										
KUWAIT			X					X				
(OKBK) Kuwait Int'l				X		X			X		X	
RS	33L 15R 33R 15L	PA2 PA2 PA2 PA2					X X X X					

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
LEBANON			X					X				
(OLBA) BEIRUT/ R.B.H-Beirut Int'l				X		X			X		X	
RS	17 35	PA1 NINST										
	16 34	PA1 NINST										
	03 21	PA1 PA1										
OMAN			X					X				
(OOMS) Muscat/ Muscat Int'l				X		X			X		X	
RS	08 26	PA1 PA1										
(OOSA) SALALAH/Salalah Int'l				X		X			X		X	
AS	07 25	NPA PA1										
QATAR			X					X				
(OTBD) DOHA/Doha Int'l				X		X			X		X	
RS	34 16	PA2 PA1					X					
(OTxx) DOHA/New Doha Int'l (Future)												
RS												
SAUDI ARABIA			X					X				
(OEDF) DAMMAM/King Fahd Int'l				X		X			X		X	
RS	16L 34R	PA1 PA1										
	16R 34L	PA1 PA1										
(OEJN) JEDDAH/King Abdulaziz Int'l				X		X			X		X	
RS	16R 34L	PA2 PA2					X X					
	16C 34C	PA2 PA2					X X					
	16L 34R	PA1 PA1										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
(OEMA)MADINAH/Prince Mohammad Bin Abdulaziz				X		X			X		X	
RS	17 35 18 36	PA1 PA1 NPA PA1										
(OERK) RIYADH/King Khalid Int'l				X		X			X		X	
RS	15L 33R 15R 33L	PA1 PA1 PA1 PA1										
SYRIA			X					X				
(OSAP) ALEPPO/Aleppo Int'l				X		X			X		X	
RS	09 27	PA2 PA2					X X					
(OSLK) LATTAKIA/Bassel Al-Assad				X		X			X		X	
RS	17 35	NPA PA1										
(OSDI) DAMASCUS/Damascus Int'l				X		X			X		X	
RS	05L 23R	PA2 PA2					X X					
	05R 23L	PA2 PA2					X X					
UNITED ARAB EMIRATES			X					X				
(OMAA) ABU DHABI/ Abu Dhabi Int'l				X		X			X		X	
RS	13R 31L 13L 31R	PA1 PA3 PA3 PA3					X X X					
(OMAL) AL AIN/ Al Ain Int'l				X		X			X		X	
RS	01 19	PA1 NPA										

STATE, TERRITORY OR AERODROME FOR WHICH eTOD IS REQUIRED			TERRAIN DATA REQUIRED					OBSTACLE DATA REQUIRED				REMARKS
CITY/AERODROME	RWY No	RWY TYPE	Area 1	Area 2		Area 3	Area 4	Area 1	Area 2		Area 3	
				TMA	45 Km				TMA	45 Km		
1	2	3	4	5	6	7	8	9	10	11	12	13
(OMDB) DUBAI/ Dubai Int'l				X		X			X		X	
RS	12L 30R 12R 30L	PA3 PA3 PA1 PA1					X X					
(OMFJ) FUJAIRAH/Fujairah Int'l				X		X			X		X	
RS	11 29	NPA PA1										
(OMRK) RAS AL KHAIMAH/ Ras Al Khaimah Int'l				X		X			X		X	
RS	16 34	NPA PA1										
(OMSJ) SHARJAH/ Sharjah Int'l				X		X			X		X	
RS	12 30	PA1 PA2					X					
(OMJA) DUBAI/ Jabel Ali Int'l (Future)												
RS	12L 30R 12R 30L	PA3 PA3 PA3 PA3					X X X X					
YEMEN			X					X				
(OYAA) ADEN/ Aden Int'l				X		X			X		X	
RS	08 26	NPA PA1										
(OYHD) HODEIDAH/ Hodeidah Int'l				X		X			X		X	
RS	03 21	NPA NPA										
(OYRN) MUKALLA/Riyan				X		X			X		X	
RS	06 24	NPA NPA										
(OYSN) SANA'A/Sana'a Int'l				X		X			X		X	
RS	18 36	PA1 NPA										
(OYTZ) TAIZ/ Taiz Int'l				X		X			X		X	
RS	01 19	NPA NPA										

ATM/SAR/AIS SG/11
Appendix 12K to the Report on Agenda Item 12

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

1. TERMS OF REFERENCE

The AIS/MAP Task Force shall:

1) examine the Status of implementation of the ICAO requirements in the field of AIS/MAP;

2) identify and review those specific deficiencies related to AIS/MAP and recommend action to be taken to eliminate them;

3) prepare proposals for amendment to relevant parts of the MID Basic ANP and FASID, as appropriate;

4) assist States in the implementation of required Quality Management System (QMS) for aeronautical information services and monitor the implementation process;

5) monitor and review latest developments in the AIS/MAP field;

6) foster the implementation of AIS automation in the MID Region;

7) foster the integrated improvement of aeronautical information services through proper training and qualification of the personnel performing technical duties in this aeronautical activity;

8) monitor the eTOD implementation activities in the MID Region;

9) monitor the transition from AIS to AIM in the MID Region and provide necessary assistance and guidelines to States, in this respect; and

10) follow up the implementation of PBN in the MID Region and address PBN-related issues pertaining to the AIS/MAP field, as appropriate.

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

2. WORK PROGRAMME

Ref	Tasks	Priority	Target Completion Date
1	Identify reasons that hinder States from implementation and adherence to the AIRAC System and suggest ways and means, which would improve the adherence to the AIRAC System.	A	(1)
2	Monitor the implementation of WGS-84 in the MID Region until complete implementation of the system by all States and take remedial action, as appropriate.	A	(1)
3	Review the status of implementation of ICAO requirements pertaining to the Integrated Aeronautical Information Package and aeronautical charts in the MID Region.	A	(1)
4	Foster the standardized production of aeronautical charts in the MID Region, identifying the obstacles that some States could have in adjusting to the specifications of ICAO Annex 4 and recommend possible course of action to be taken by those States in order to comply with the requirements.	A	(1)
5	Foster the implementation of Quality Management System (QMS) within the Aeronautical Information Services in the MID Region, identifying the difficulties that States could have to comply with the specifications of ICAO Annex 15.	A	(1)
7	Monitor and review technical and operating developments in the area of automation and AIS databases.	A	(1)
8	Prepare proposals for amendment to relevant parts of the MID Basic ANP and FASID, as appropriate.	A	(1)
9	Highlight the importance of giving AIS its proper status in the Civil Aviation Administrations.	A	(1)
10	Adress the issue of training/licensing of the AIS/MAP personnel in the MID Region.	B	(1)
11	Harmonize, coordinate and support the eTOD implementation activities on a regional basis.	A	(1)
12	Ensure that the planning and implementation of AIM in the region, is coherent and compatible with the developments in adjacent regions, and that it is carried out within the framework of the ATM Operational Concept, the Global Air Navigation Plan and the associated Global Plan Initiatives (GPIs).	A	(1)
13	Establish and maintain AIM performance objectives for the MID Region.	A	(1)
14	Address those AIS/MAP issues related to the implementation of PBN in the MID Region.	A	2010

(1) Continuous Task
(1) Continuous Task

3. PRIORITIES

A High priority tasks, on which work should be speeded up.

B Medium priority tasks, on which work should begin as soon as possible, but without detriment to priority A tasks.

C Tasks of lesser priority, on which work should begin as time and resources allow, but without detriment to priority A and B tasks.

4. COMPOSITION

MIDANPIRG Provider States, IATA, IFALPA, and IFATCA

Other representatives from industry and user Organizations having a vested interest in Aeronautical Information Services could participate as observers in the work of the Task Force, as appropriate.

REPORT ON AGENDA ITEM 13: REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE ATM/SAR AND AIS/MAP FIELDS

13.1 The meeting recalled that MIDANPIRG/10 and MIDANPIRG/11 noted with concern that many deficiencies continue to persist for a number of years.

13.2 The meeting noted that the MSG/1 meeting (Dubai, UAE, 1-3 July 2008) when addressing the issue of air navigation deficiencies, shared the concern of the ICAO Council, ANC and MIDANPIRG related to the longstanding deficiencies and explored ways and means to alleviate these deficiencies. In this regard, the MSG/1 meeting was of view that MID States Members of Gulf Co-operation Council (GCC), which has established an Air Navigation Commission, should present the subject of deficiencies to this Commission asking for up-down support for their elimination in the GCC States. The meeting encouraged also MID States that are Member of Arab Civil Aviation Commission (ACAC) to seek ACAC's assistance for the elimination of deficiencies.

13.3 The meeting noted that the ICAO MID Regional Office further improved the MID Air Navigation Deficiency Database (MANDD), which is available on the web (restricted), as requested by MIDANPIRG.

13.4 The meeting recalled that MIDANPIRG/11 developed Conclusion 11/86 related to the elimination of air navigation deficiencies as follows:

CONCLUSION 11/86: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION

That,

a) MID States review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office;

b) MID States and Users Organizations use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update and elimination of air navigation deficiencies;

c) MID States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG and explore ways and means to eliminate deficiencies;

d) ICAO continue to provide assistance to States for the purpose of rectifying deficiencies; and when required, States request ICAO assistance through Technical Co-operation Programme, Special Implementation Projects (SIP) and/or other available mechanisms such as IFFAS;and

e) MID States are encouraged to seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.

13.5 The meeting reviewed and updated the list of deficiencies in the ATM/SAR and AIS/MAP fields as at **Appendices 13A** and **13B** to the Report on Agenda Item 13, respectively, and urged States to use the MANDD for the online update of their deficiencies.

ATM/SAR/AIS SG/11
Appendix 13A to the Report on Agenda Item 13

Deficiencies in the ATM/SAR Field

BAHRAIN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	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, 2010	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Under development. Agreements yet to be signed with Oman and UAE	O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Bahrain	Mar, 2010	A

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

Deficiencies in the ATM/SAR Field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Egypt has promulgated regulations and started development of SAR agreement with Cyprus and other States	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, 2009	A
3	Annex 11 Para. 2.30	-	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
4	MID ANP Table ATS-1	-	ATS Route L/UL315 not implemented	Mar, 2007	The segments CAIRO-HURGHADA-GIBAL are not implemented (Alternative A727)	S	-	Egypt	Dec, 2008	B

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

Deficiencies in the ATM/SAR Field

IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	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, 2010	A
2	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Ongoing	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Iran	Sep, 2010	A
3	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Ongoing	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iran	Dec, 2010	A
4	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAR	Dec, 2006	KUMUN-PAPAR segment not implemented	S	States to continue negotiations with one another. Iran has no plan to implement the route segment	Iran and UAE	Jun, 2008	B

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

Deficiencies in the ATM/SAR Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Iraq with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	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, 2010	A
2	MID ANP Table ATS-1 Plan of ATS Routes	-	ATS route G667 not implemented	Sep, 2006	Iraq has no plan to open the route	S	-	Iraq Iran Kuwait	Dec, 2010	B
3	Annex 11 Para. 2.30	-	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, 2010	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**
4	Annex 11 para. 2.27	-	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	Dec, 2010	A
5	MID ANP Table ATS-1 Plan of ATS routes	Iraq and Syria	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria. Notam issued opening route in Baghdad FIR	S	States to negotiate with one another and coordinate opening of the route	Iraq/Syria	Dec, 2008	B
6	MID ANP Table ATS-1 Plan of ATS routes	Iraq and Syria	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria. Notam issued opening route in Baghdad FIR	S	States to negotiate with one another and coordinate opening of the route	Iraq/Syria	Dec, 2008	B
7	Annex 11 Para. 3.3.4.1	-	Non-provision of updated list of RVSM approved aircraft to the MID RMA	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis in order to enable it to discharge its functions and responsibilities	Iraq, MID RMA, ICAO	Mar, 2009	A
8	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route G795 Rafha- Basrah segment not implemented	May, 2008	Coordination between Iraq and Saudi Arabia.	S	States to negotiate coordination issues between the two FIRs, update LoA and coordinate opening of the route	Iraq and Saudi Arabia	Dec, 2010	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**
9	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route A424 LOTAN - Baghdad segment (Baghdad FIR) not implemented	May, 2008	Communication problems between concerned FIRs	O	No plan to open the route.	Iraq	Jun, 2010	B
10	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route L126 SOGUM – MIGMI segment not fully implemented	May, 2008	Segment SIGNI – MIGMI closed	S	States to negotiate with one another and coordinate opening of the route. Date of completion not determined	Iran, Iraq	Dec, 2008	B

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

Deficiencies in the ATM/SAR Field

ISRAEL

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Israel with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing	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, 2008	A
2	MID ANP Table ATS-1Plan of ATS routes	Israel Cyprus	ATS route B406 not implemented	Dec, 1997	No sections implementedImplemented 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, 2008	B
3	Annex 11 para. 2.27	-	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
4	Annex 11 Para. 2.30	-	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	Dec, 2008	A
5	Annex 11 Para. 3.3.4.1	-	Non-provision of updated list of RVSM approved aircraft to the MID RMA	Oct, 2008	-	O	Non-provision of updated list of RVSM approved aircraft to the MID RMA	Israel, MID RMA, ICAO	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/SAR 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-1Plan of ATS routes	Jordan, Syria	ATS route G662 not implemented -- Negotiations with military ongoing, in advanced stage	Dec, 1997	Not implemented Damascus to Guriat	S	States to continue coordination to achieve implementation	Jordan, Syria	Jun, 2009	B
2	MID ANP Table ATS-1Plan of ATS routes	Israel Jordan Syria	ATS route A412 not implemented	Dec, 1997	Most segments not implemented. Only segment RBG - King Abdulaziz implemented -- Jordan has no plan to open the route.	S	States to co-ordinate to finalize implementation-Realignment would be considered	Jordan, Syria, ICAO to assist	Dec, 2008	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	National Contingency plan developed	H S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Jordan	Mar, 2009	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Work in progres -- SMS developed and details will be forwarded to ICAO	F H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Jordan	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**
5	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	-	Jordan-Lebanon and Syria	Dec, 2008	B
6	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities	Jordan, MID RMA, ICAO	Mar, 2009	A

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

Deficiencies in the ATM/SAR Field

KUWAIT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Kuwait with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	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	Mar, 2009	A
2	Annex 11 para. 2.27	-	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	Mar, 2009	A
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Continegency Plan was signed with Bahrain and Iran. Work is progressing for the coordination with other neighboring States	H S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Kuwait	Dec, 2009	A
4	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities -- Completion date not given	Kuwait, MID RMA, ICAO	Mar, 2009	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	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route G669 route Rafha SOLAT Kuwait segment not implemented	May, 2008	Airspace restrictions	S	Airspace restrictions to be addressed -- Kuwait has no plan to implement the route.	Kuwait	Dec, 2008	B

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

Deficiencies in the ATM/SAR Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Lebanon with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Agreement signed 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	Lebanon with neighboring States	Dec, 2008	A
2	MID ANP Table ATS-1Plan 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 intends to discuss realignment with Syria	Lebanon Syria	Dec, 2007	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	A plan has been developed and will be forwarded to the MID Regional Office	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
4	Annex 11 para. 2.27	-	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, 2010	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	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	-	Jordan-Lebanon and Syria	Dec, 2007	B

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

Deficiencies in the ATM/SAR Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Oman with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	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, 2010	A
2	Annex 11 Para. 2.30	-	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	Jun, 2010	A
3	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities -- Completion date not given	Oman, MID RMA, ICAO	Jun, 2009	A

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

Deficiencies in the ATM/SAR Field

QATAR

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation 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-1Plan 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 -- Qatar has no plan to implement the route.	Bahrain Qatar Saudi Arabia	Dec, 2007	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Work in progress; agreement signed with Bahrain	S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Qatar Bahrain ICAO	Jun, 2009	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**
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Details of SMS will be communicated to ICAO	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Qatar	Mar, 2009	A

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

Deficiencies in the ATM/SAR Field

SAUDI ARABIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Saudi Arabia with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Ready to sign agreement as per drafted (model) agreement presented at ATM/SAR/AIS SG/10 SAR National Board established	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, 2009	A
2	MID ANP Table ATS-1Plan of ATS routes	Qatar Saudi Arabia	ATS route A415 implemented with variance to Table ATS 1	Dec, 1997	Doha to King Khalid implemented at variance with the Plan . slightly longer-Military restrictions Economic impact-Not affecting safety. Negotiations with military ongoing	S	-	Saudi Arabia Qatar	Jun, 2009	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. 2.30	-	Development of contingency plan	Nov, 2006	A draft contingency plan not fully compliant with the agreed template has been developed. Further work being done in coordination with adjacent States.	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Saudi Arabia	Jun, 2009	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	QMS Department established. SMS development plan adopted in November 2007	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Saudi Arabia	Jun, 2009	A
5	MID ANP Table ATS-1	-	Segment METSA-Al SHIGAR of ATS Route B/UB 411 not implemented	Mar, 2007	Jordan and Saudi Arabia have already approved the segment	S	-	Saudi Arabia	Dec, 2008	B

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

Deficiencies in the ATM/SAR Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Syria with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Agreement with Turkey and Cyprus completed. Agreement with Jordan and Lebanon pending	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	Dec, 2010	A
2	MID ANP Table ATS-1Plan 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 -- Syria has no plan to implement the route	Lebanon Syria	Dec, 2010	B
3	MID ANP Table ATS-1Plan 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, 2010	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
4	MID ANP Table ATS-1 Plan of ATS routes	Iraq Syria	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq and Syria	May, 2010	B
5	MID ANP Table ATS-1 Plan of ATS routes	Iraq Syria	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq and Syria	May, 2010	B
6	Annex 11 Para. 2.30	-	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	Jun, 2010	A
7	Annex 11 para. 2.27	-	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	Dec, 2010	A
8	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	Syria has no plan to implement the route.	Jordan-Lebanon and Syria	Dec, 2010	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**
9	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities	Syria, MID RMA, ICAO	Mar, 2009	A

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

Deficiencies in the ATM/SAR 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. 3/7Cooperation between States in SAR	UAE with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing. 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, 2009	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Plan completed and Agreements signed with Bahrain and Oman. Others pending	O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	UAE	Mar, 2010	A
3	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAR	Dec, 2006	KUMUN-PAPAR segment not implemented	S	States to continue negotiations with one another	Iran and UAE	Jun, 2008	B

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

Deficiencies in the ATM/SAR Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Yemen with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Ongoing	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, 2008	A
2	Annex 11 para. 2.27	-	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	Yemen	Dec, 2008	A
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Ongoing	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Yemen	Dec, 2008	A
4	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities -- Completion date not given	Yemen, MID RMA, ICAO	Mar, 2009	A

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

ATM/SAR/AIS SG/11
Appendix 13B to the Report on Agenda Item 13

Deficiencies in the AIS/MAP Field

BAHRAIN

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
No Deficiencies Reported									

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

Deficiencies in the 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 15: Para. 8.1~~	~~-~~	~~AIS Aerodrome Units not established at St. Catherine and Taba Int`l Airports~~	~~May, 2009~~	~~-~~	~~O~~	~~Need to provide a pre-flight information service at all aerodromes used for international air operations.~~	~~Egypt~~	~~Dec, 2009~~	~~B~~

(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~~ O	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iran+neighboring states	Dec, 2009	B
2	ANNEX 4: Para. 3.2	-	Non-production of Aerodrome Obstacle Chart-ICAO Type A	May, 1995	ICAO to follow up with State	~~F~~ ~~O~~ 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, 2009	A
3	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Dec, 2007	-	~~F~~ ~~H~~ O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Iran	Dec, 2009	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

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	Jan, 2010	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, 2010	B
3	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, 2010	A
4	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, 2010	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, 2010	U
6	ANNEX 15: Para 3.7.1	-	Implementation of WGS-84	Dec, 1997	-	F H O	Need to implement WGS-84	Iraq	Dec, 2010	U

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

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	**Facilities/ Services**	**Description**	**Date First Reported**	**Remarks/ Rationale for Non-elimination**		**Description**	**Executing Body**	**Date of Completion**	**Priority for Action**
7	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, 2011	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	Iraq	Dec, 2010	U
9	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, 2008	A
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	Iraq	Dec, 2008	A
11	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Iraq	Dec, 2009	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

(1) 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 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, 2009	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~~	~~Jordan~~	~~Dec, 2009~~	~~U~~
~~3~~	~~Doc 8126: Para. 3.2.2 & 3.3~~	~~-~~	~~Lack of adequate resources and efficient working arrangements~~	~~Jul, 2005~~	~~-~~	~~F H~~	~~Need to provide AIS (including AIS Briefing Offices) with adequate resources and efficient working arrangements~~	~~Jordan~~	~~Mar, 2009~~	~~A~~
4	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	Feb, 2008	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Jordan	Dec, 2009	B

(1) 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. 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, 2009~~ Dec, 2010	U

(1) 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-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Difference published in the AIP. There`s no plan to produce the required sheets of the WAC 1:1000 000	Lebanon	Dec, 2015	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, 2010	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, 2009	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

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	-	O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Oman	Dec, 2012	U
~~2~~	~~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, 2010~~	~~A~~
3	~~Doc 8126: Para. 3.2.2 & 3.3~~ ANNEX 15: Para. 8.1 Doc 8126: Para. 3.2.2 & 3.3	-	~~Lack of adequate resources and efficient working arrangements~~ Lack of adequate resources and efficient working arrangements at Salalah AIS Briefing Office	Jul, 2005	-	O	~~Need to provide AIS (including AIS Briefing Offices) with adequate resources and efficient working arrangements~~ Need to provide the AIS Briefing Office at Slalah airport with adequate resources and efficient working arrangements for the provision of required pre-flight information service.	Oman	Jun, 2010	A
4	~~ANNEX 15: Para. 3.6.5~~ ANNEX 15: Para. 3.6.5 and 8.2	-	Lack of AIS automation	Jul, 2005	-	O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Oman	~~Jun, 2010~~ Dec, 2011	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 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	Feb, 2008	-	O	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Oman	~~Dec, 2010~~ Dec, 2010	B

(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, 2008	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, 2009	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, 2009	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

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-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	~~F H S~~ H	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Saudi Arabia	~~Jun, 2009~~ Jun, 2010	B
2	ANNEX 4: Para. 7.2	-	Non-productionof the Enroute Chart-ICAO	May, 1995	-	~~F O~~ O	Need to produce the Enroute Chart-ICAO	Saudi Arabia	~~Jun, 2009~~ Mar, 2010	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	Jun, 2009	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	~~Dec, 2009~~ Jun, 2010	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~~	~~Mar, 2009~~	~~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 15: Para. 8.1	-	AIS Aerodrome Units not established at International Airports and pre-flight information service not provided	Nov, 2007	-	O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Saudi Arabia	Dec, 2010	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

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	Dec, 2010	U
2	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Syria	Dec, 2010	B
3	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Syria	Dec, 2010	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.	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Syria	Dec, 2010	A
5	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	May, 2010	U

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

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
6	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	May, 2010	U
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	Syria	Dec, 2010	A
8	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, 2010	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 15: Para. 3.6.5	-	Lack of AIS automation	Mar, 2007	Contract signed	O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	UAE	Jun, 2010	A
2	ANNEX 15: Para. 3.2	-	The scope and objectives of the quality system implemented do not fully address the requirements of ICAO Annex 15	Jun, 2007	-	O	a properly organized quality system for AIS, which provides users with the necessary assurance and confidence that distributed aeronautical information/data satisfy stated requirements for data quality and for data traceability by the use of appropriate p	UAE	Jun, 2010	U

(1) 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-productionof World Aeronautical Chart – ICAO1:1 000 000	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-productionof 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-productionof 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

(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 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

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

REPORT ON AGENDA ITEM 14: MID REGION ATM AND AIM PERFORMANCE OBJECTIVES

14.1 The meeting recalled that the performance-based approach to planning stems from requirements associated with the results-based environment that ICAO, industry and States have been steadily moving toward. It was noted that the ICAO *Global ATM Operational Concept* (Doc 9854) provides a clear statement of the expectations of the Air Traffic Management (ATM) Community. Eleven of these expectations also referred to as key performance areas (KPAs) have been identified in the operational concept. To support this approach, the *Manual on Global Performance of the Air Navigation System* (Doc 9883) was developed. Doc 9883 provides a step-by-step approach to performance-based planning on the basis of the KPAs identified in the operational concept.

14.2 The meeting recalled that in accordance with the current ICAO Business Planning process, the work of the Planning and Implementation Regional Groups (PIRGs) has to be justified and based on clearly established performance objectives. The methods of monitoring progress are also being revised to ensure that progress can be measured against timelines and to ensure that performance objectives are being met.

14.3 The meeting noted that the Performance-Based Approach (PBA) adheres to the following principles: strong focus on results through adoption of performance objectives and targets; collaborative decision making driven by the results; and reliance on facts and data for decision making. Assessment of achievements is periodically checked through a performance review, which in turn, requires adequate performance measurement and data collection capabilities.

14.4 In terms of establishing the infrastructure for air navigation systems, it is recognized that States, in cooperation with the ATM community, have been developing their national plans in harmony with the regional plan by using relevant ICAO guidance material. As such, States should evolve or develop national plans aligned with the regionally agreed performance objectives through the use of common template, the Performance Framework Forms (PFF).

14.5 Accordingly, MIDANPIRG/11 agreed to the following Conclusions:

CONCLUSION 11/70: REGIONAL PERFORMANCE FRAMEWORK

That,

a) a regional performance framework be adopted on the basis of and alignment with the Global Air Navigation Plan, the Global ATM Operational Concept, and ICAO guidance material and planning tools. The performance framework should include the identification of regional performance objectives and completion of regional performance framework forms; and

b) ALLPIRG/5 Conclusion 5/2: Implementation of Global Plan Initiatives (GPIs) be incorporated into the terms of reference of the MIDANPIRG subsidiary bodies.

CONCLUSION 11/71: NATIONAL PERFORMANCE FRAMEWORK

That, MID States be invited to adopt a national performance framework on the basis of:

a) ICAO guidance material and ensure their alignment with the regional performance objectives, the regional air navigation plan and the global ATM operational concept; and

b) the performance framework should include identification of national performance objectives and completion of national performance framework forms.

14.6 Based on the above, the meeting reviewed and updated the Regional ATM and AIM PFFs as at **Appendices 14A** and **14B**, respectively and urged those States that have not yet done so to develop their National Performance Framework Forms, in accordance with MIDANPIRG Conclusion 11/71 with a view to present them to the CNS/ATM/IC SG/5 tentatively scheduled to be held in Cairo, 5-7 June 2010.

ATM/SAR/AIS SG/11
Appendix 14A to the Report on Agenda Item 14

SEAMLESS ATM SYSTEM

MID ATM WORK PROGRAMME

REGIONAL PLANNING PROCESS

The regional planning process shall be conducted in accordance with the global plan initiatives (GPIs) of the Global Plan (Doc 9750) and the ICAO vision for an integrated ATM system, harmonized and interoperable, as established in the Global ATM Operational Concept (Doc 9854).

The objective is to achieve the maximum level of inter-operability and harmonization among sub-systems for a seamless and interoperable regional ATM system for all users during all phases of flight, complying with agreed levels of safety, providing optimum economic operations, to be environmentally sustainable and to fulfil national aviation security requirements.

The planning should be developed based on clearly defined performance objectives. The planning horizon should be focused on the strategies of development, activities or main tasks for two periods – that of less than 5 years (short-term) and 6 to 10 years (medium-term). Some already identified tasks to be analyzed beyond this period may be included if they conform to ICAO ATM requirements**.**

ATM PERFORMANCE OBJECTIVES

The performance objectives for regional ATM work programmes should be developed with performance based approach that best reflects the necessary activities needed to support regional ATM system implementation.

During its life cycle, the performance objectives may change in a dynamic manner depending on the ATM system's evolution; therefore, these should be coordinated with and available to all interested parties within the ATM Community in order to achieve timely communication throughout the implementation process. The establishment of collaborative decision making processes (CDM) ensures that all stakeholders are involved in and concur with the requirements, tasks and timelines.

The following sections describe aspects pertaining to the performance objectives and required changes, and how these changes foster harmonized improvements throughout the regional ATM system.

Benefits

The ATM implementation strategies should provide a group of common benefits for all stakeholders and be achieved through the operational and technical activities planned in each performance objective. These benefits should be in accordance with the ICAO strategic objectives.

Identification of work

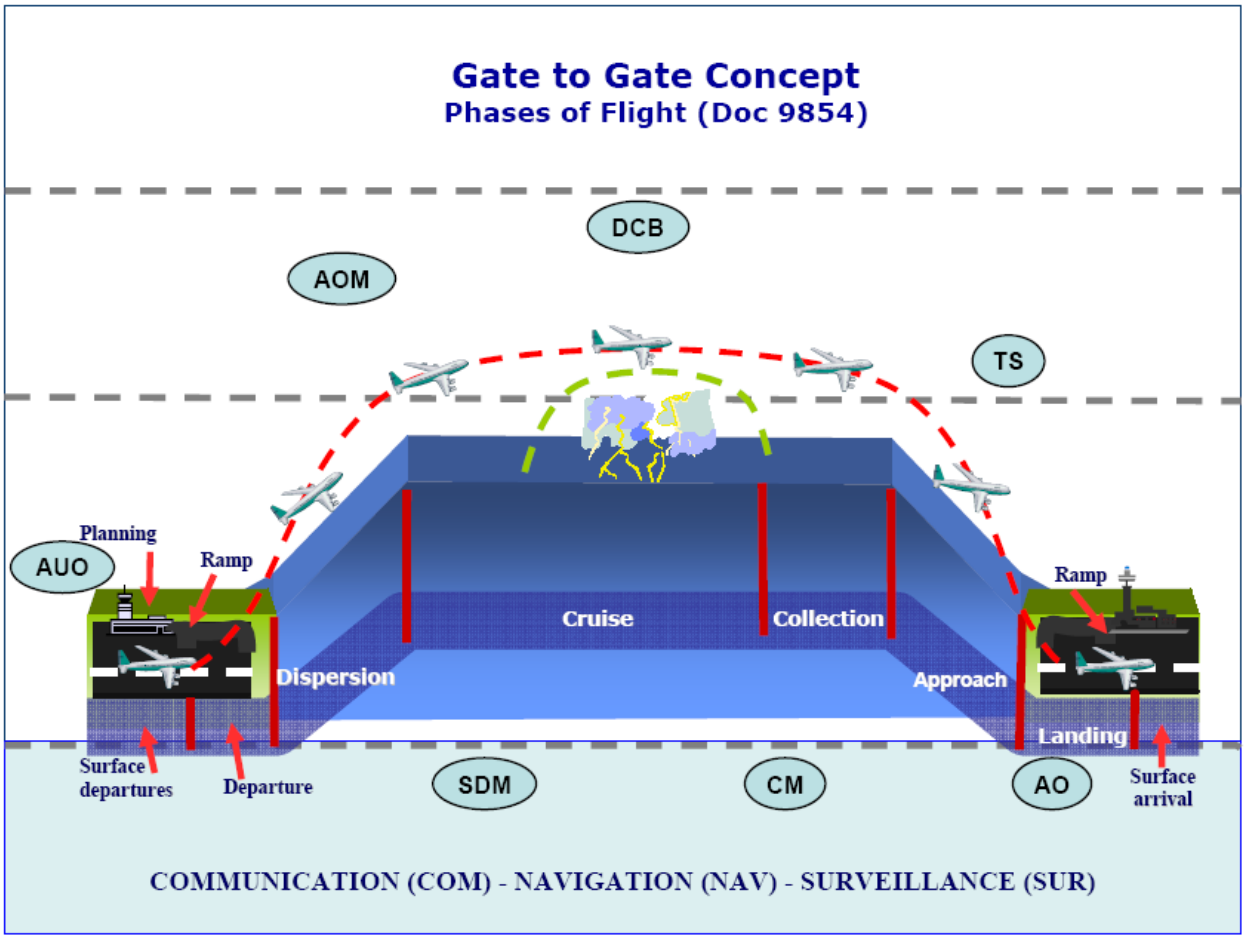
Each strategy or set of activities should be identified with associated components of the ATM system when describing the tasks. According to the Doc 9854, the designators for ATM components are as follows:

- **AOM** — Airspace organization and management
- **DCB** — Demand and capacity balancing
- **AO** — Aerodrome operations
- **TS** — Traffic synchronization
- **CM** — Conflict management
- **AUO** — Airspace user operations
- **ATM SDM** — ATM service delivery management

Each ATM system component pertains to tasks and activities related to phases of air operations (en-route, terminal and airport), capacity management, airspace management including its flexible use and aeronautical information management.

The infrastructure includes the ground technical systems and capacity required to support operations such as communications, navigation and surveillance, data processing, inter-operability of systems, information management system and spectrum management, including both civil and military systems.

The following diagram shows the ATM components in relation to the phases of flight:



Work Programmes

ATM evolution requires a clearly defined progressive strategy including tasks and activities which best represent the regional and national planning processes in accordance with the global planning framework. The goal is to obtain a harmonized regional implementation evolving toward a seamless global ATM system.

For this reason, it is necessary to develop short and medium term work programmes, focusing on the necessary changes to the system in which a clear work commitment will be carried out by the parties involved.

The regional work programmes should define additional tasks and activities, maintaining a direct relation with ATM system components such as airspace organization, civil-military coordination, human factors, aeronautical regulations, operational safety systems management and environmental protection, among others.

The referenced framework for regional activities should also include the coordination of activities with military authorities who play an important role in helping to ensure that the best use is made of the available airspace resources by all airspace users while still safeguarding national security.

The following principles should be considered when developing work programmes:

- The work should be organized using project management techniques and performance-based objectives in alignment with the strategic objectives of ICAO. The work programmes should be in accordance with the progress, characteristics and regional implementation needs.

- All activities involved in accomplishing the performance objectives should be designed following strategies, concepts, action plans and roadmaps which can be shared among States to align the regional work with the fundamental objective of achieving interoperability and seamlessness to the highest level.

- The planning of activities should include optimizing human resources, as well as encouraging dynamic use of electronic communication between States such as the Internet, videoconferences, teleconferences, e-mail, telephone and facsimile. Additionally, it should be ensured that resources will be efficiently used, avoiding any duplication or unnecessary work.

- The new work process and methods should ensure that performance objectives can be measured against timelines and the regional progress achieved can be easily reported to the Air Navigation Commission and to the ICAO Council.

Status

The status is mainly focused on monitoring the progress of the implementation activity as it progresses toward a specific completion date. The status of the activity is defined as follows:

- **Valid** the feasibility and benefits of an activity has been confirmed, work has been initiated but the activity itself has not been finalized.
- **Completed** implementation of the activity has been finalized by the involved parties.
- **Tentative** the feasibility and benefits of an activity is being investigated or developed.

A tentative status indicates a potential activity; normally this activity will not be included in the regional planning documents unless it is an ICAO defined requirement.

Relationship between Performance Objectives and Global Plan Initiatives

The 23 GPIs provide a global strategic framework and are designed to contribute to achieving the regional performance objectives and to support the logical progression of regional implementation work programmes.

Each performance objective should be referenced to the pertinent GPIs. The goal is to ensure that the evolutionary work process will be integrated into the global planning framework.

NATIONAL ACTION PLANS

States shall develop their own national action plans reflecting the specific activities or tasks along with the expected benefits to be obtained and the date by which each one should be completed according to its own needs and based on the regionally-agreed performance objectives. States should submit their national action plans to the ICAO regional Offices so they may report regional achievements to the Council of ICAO.

The activities should include the necessary detailed actions to successfully achieve the national performance objectives, relating these activities with the short and medium term regionally-agreed performance objectives.

National plans should identify the individual parties responsible for achieving the objectives as well as a means for monitoring and eventually reporting progress on the actions to ICAO. The responsibilities and time-tables should be clearly defined so that the involved parties are aware of their commitments throughout the planning process.

Additionally, national action plans should include adequate means to provide information on implementation progress achieved such as through a periodic reporting process. This facilitates senior management levels' efforts to prioritize the actions and resources required. The same information provided to ICAO will allow feedback and assistance to be provided specific for each Region as they work to achieve a Global ATM system.

ATM PERFORMANCE OBJECTIVES

OPTIMIZATION OF THE ATS ROUTE STRUCTURE EN-ROUTE AIRSPACE				
Benefits				
Environment **Efficiency**	▪ reductions in fuel consumption; ▪ ability of aircraft to conduct flight more closely to preferred trajectories; ▪ increase in airspace capacity; ▪ facilitate utilization of advanced technologies (e.g., FMS based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency.			
Performance Matrixes:	i. PBN routes implemented ii. Routes structure actual distance to required distance iii. CO_2 reduction of new routes			
Short-term Strategy(2008-2012)				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
AOM	***En-route airspace***			
	Develop regional strategic plan	2008-2009	MIDANPIRG/11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional implementation plan	2008-2009	MIDANPIRG /11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional action plan	2009-2010	MIDANPIRG /12 (PBN /GNSS TF)	Need identified by PBN/GNSS TF/1. Small WG to be formed to draft action plan.
	Develop Airspace Concept based on the MID PBN implementation plan, in order to design and implement a trunk route network, connecting major city pairs in the upper airspace and for transit to/from aerodromes, on the basis of PBN and, in particular, RNAV/5, taking into account interregional harmonization	2009-2010	ATM/SAR/AIS (ARN TF)	ARN TF/2 to start work
	Develop State PBN implementation plans	2008-2009	MIDANPIRG/12 (ATM/SAR/AIS, States	States preparing plans
	Standards and Procedures	2008-2010	States	Ongoing
	Formulate safety plan (assessment and monitoring)	2009	ATM/SAR/AIS SG (MID RMA)	MID RMA to start work
	Establish collaborative decision making (CDM) process	2008-2010	MIDANPIRG/12 (ATM/SAR/AIS SG, CNS SG)	
	ATC Automated Systems	2009-2012	States	

	Publish national regulations for aircraft and operators approval using PBN manual as guidance material	2008-2010	States	Review and adapt available foreign approval guidance material
	Training	2008-2010	States	Identify training needs and develop corresponding guidelines
	System performance measurement	2010-2012	ATM/SAR/AIS SG (ARN TF)	ARN TF/2 to start work
	Implement the designed ATS route network	2009-2012	MIDANPIRG/12 (ATM/SAR/AIS) STATES	
	monitor implementation progress in accordance with MID PBN implementation roadmap and States implementation plan	2008-2012	MIDANPIRG/12 (ATM/SAR/AIS SG, CNS SG)	
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/20: WGS-84			

OPTIMIZATION OF THE ATS ROUTE STRUCTURE IN TERMINAL AIRSPACE				
Benefits				
Environment **Efficiency**	▪ reductions in fuel consumption; ▪ ability of aircraft to conduct flight more closely to preferred trajectories; ▪ increase in airspace capacity; ▪ facilitate utilization of advanced technologies (e.g., FMS based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency.			
Strategy ***Short term (2008-2012)***				
TASK	**DESCRIPTION**	**START -END**	**RESPONSIBILITY**	**STATUS**
AOM, AO	***In terminal airspace***			
	Develop regional strategic plan	2008-2009	MIDANPIRG/11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional implementation plan	2008-2009	MIDANPIRG /11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional action plan	2009-2010	MIDANPIRG /12 (PBN /GNSS TF)	Need identified by PBN/GNSS TF/1. Small WG to be formed to draft action plan.
	Develop Airspace Concept based on the MID PBN implementation plan, in order to design and implement optimized standard instrument departures (SIDs), standard instrument arrivals (STARs), instrument flight procedures, holding, approach and associated procedures (particular RNAV 1 and Basic RNP1) in accordance with Regional Plan.	2009-2010	States	
	Develop State PBN implementation plans	2008-2009	MIDANPIRG/12 (ATM/SAR/AIS SG), States	States preparing plans
	Standards and Procedures	2008-2010	States	Ongoing
	Formulate safety plan (assessment and monitoring)	2009-2012	States	
	Establish collaborative decision making (CDM) process	2008-2010	MIDANPIRG/12 (ATM/SAR/AIS SG, CNS SG)	
	Publish national regulations for aircraft and operators approval using PBN manual as guidance and considering available foreign approval material	2008-2010	States	Review and adapt available foreign approval guidance material

	ATC Automated Systems	2009-2012	States	
	Training	2008-2010	States	States to identify training needs and develop corresponding guidelines
	System performance measuring (measurement and monitoring plan	2009-2012	States, ATM/SAR/AIS SG	States to start work
	Implement SIDs and STARs	2009-2012	States	
	Monitor implementation progress in accordance with MID PBN implementation roadmap and States implementation plan	2009-2012	States, ATM/SAR/AIS SG	
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/10: terminal area design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: Functional integration of ground systems with airborne systems.			

IMPLEMENTATION OF VERTICALLY GUIDED RNP APPROACHES				
Benefits				
Efficiency **Safety**	▪ Improvements in capacity and efficiency at aerodromes. ▪ Improvements in safety at aerodromes.			
Strategy ***Short term (2008-2012)***				
TASK	**DESCRIPTION**	**START -END**	**RESPONSIBILITY**	**STATUS**
AOM, AO	***At airports***			
	Develop regional strategic plan	2008-2009	MIDANPIRG/11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional implementation plan	2008-2009	MIDANPIRG /11 (PBN /GNSS TF)	PBN/GNSS TF/1 agreed on Draft for presentation at ATM/SAR/AIS SG/10
	Develop regional action plan	2009-2010	MIDANPIRG /12 (PBN /GNSS TF)	Need identified by PBN/GNSS TF/1. Small WG to be formed to draft action plan.
	Develop Airspace Concept based on the MID PBN Implementation Plan, in order to design and implement RNP APCH with Baro-VNAV in most possible airports; RNP AR APCH at airports where there are obvious operations airports.	2009-2012	States	
	Develop State PBN implementation plans	2008-2009	MIDANPIRG/12 (ATM/SAR/AIS SG), States	States preparing plans
	Standards and Procedures	2012-2010	States	Ongoing
	Formulate safety plan (assessment and monitoring)	2009-2012	States	
	Establish collaborative decision making (CDM) process	2008-2012	States	
	Publish national regulations for aircraft and operators approval using PBN manual as guidance and considering available foreign approval material	2008-2010	States	Review and adapt available foreign approval guidance material
	Training	2008-2010	States	States to identify training needs and develop corresponding guidelines
	System performance measuring (measurement and monitoring plan	2009-2012	States, ATM/SAR/AIS SG	States to start work

	Implement APV procedures	2009-2012	States	
	Monitor implementation progress in accordance with MID PBN implementation roadmap and States implementation plan	2009-2012	States, ATM/SAR/AIS SG	
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/10: terminal area design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: FMS-based arrival procedures.			

ENHANCE CIVIL/MILITARY COORDINATION AND CO-OPERATION				
Benefits				
Efficiency ▪ increase airspace capacity; and ▪ allow a more efficient ATS route structure				
Continuity: ▪ ensure safe and efficient action in the event of unlawful interference; ▪ make available military restricted airspace more hours of the day so that aircraft can fly on their preferred trajectories; and ▪ improve search and rescue services.				
Strategy (2008-2012)				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
AOM, AUO	***En-route and terminal airspace***			
	▪ conduct a regional review of special use airspace;	2009-2009	MIDANPIRG/12 (ATM/SAR/AIS SG), States	
	▪ develop Regional guidance material on civil/military coordination and co-operation to be used by States to develop national policies, regulations and procedures to achieve optimum use of the airspace by all its users, civil or military;	2009-2010	ATM/SAR/AIS SG	
	▪ establish civil/military coordination bodies at national level;	2008-2009	States	
	▪ arrange for permanent liaison and close cooperation between civil ATS units and appropriate air defence units;	2009-	States	
	▪ Implement collaborative civil/military airspace planning at national level	2009-	States	
	▪ Increase role of civil/military coordination forums		States, MIDANPIRG	
	▪ develop a regional strategy and work programme for implementation of flexible use of airspace in a phased approach beginning with more dynamic sharing of restricted airspace while working towards full integration of civil and military aviation activities;	2009-2010	MIDANPIRG/12 (ATM/SAR/AIS SG), States	
	▪ Implement FUA	2008-	States	
	▪ monitor implementation progress	2008-	ATM/SAR/AIS SG	
GPI References	GPI/1: flexible use of airspace, GPI/5: performance-based navigation.			

ALIGN UPPER AIRSPACE CLASSIFICATION				
Benefits				
Efficiency ▪ enhanced airspace capacity ▪ enhanced airspace management coordination, message exchange capabilities and utilization of flexible and dynamic airspace management techniques; ▪ harmonization of interregional coordination processes;				
Continuity ▪ improvement of airspace interoperability and seamlessness; and ▪ improvement in ATM contingency planning and implementation				
Safety ▪ provision of positive air traffic control services to all aircraft operations in the upper airspace				
Strategy ***(2008-2012)***				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
AOM	▪ Develop a regional implementation strategy and work programme for the implementation of ICAO Annex 11 airspace Class A above FL 195.	2009-2010		
	▪ identify key stakeholders, air traffic controllers, pilots, and relevant international organisations for coordination and cooperation on changes for new airspace organization, using a CDM process;			
	▪ Coordinate changes for regional and national documents; • Doc 8733, CAR/SAM ANP, AIP, and ATS letters of agreement			
	▪ carry out improvements in ground systems to support new airspace organization configurations, as necessary;			
	▪ publish national regulatory material for implementation of new rules and procedures to reflect airspace organizational changes;			
	▪ train air traffic controllers, pilots and airspace users (civil and military), as required in new procedures,;			
	▪ monitor implementation progress.			
GPI References	GPI/4: align upper airspace classification.			

COMPLETE IMPLEMENTATION OF RVSM OPERATIONS IN THE MID REGION				
Benefits				
Environment ▪ reduced fuel consumption and related reduction in emissions.				
Efficiency ▪ increased airspace capacity;				
Strategy Near term (2008-2012)				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
AOM	▪ Review and foster implementation of RVSM requisite conditions in the Baghdad and Kabul FIRs	2008-2009		
	▪ Coordinate RVSM implementation/operations with adjacent regions.			
	▪ Implement RVSM in the remaining FIRs (Baghdad and Kabul) ▪ Monitor RVSM operations in the MID Region;			
	▪ Ensure MID RMA operations continuity;			
GPI References	GPI/2: reduced vertical separation minima			

IMPROVE DEMAND AND CAPACITY BALANCING				
Benefits				
Environment ▪ reduction in weather- and traffic-induced holding, leading to reduced fuel consumption and emissions.				
Efficiency ▪ improved traffic flows; ▪ improved predictability; ▪ improved management of excess demand for service in ATC sectors and aerodromes; ▪ improved operational efficiency; ▪ enhanced airport capacity; ▪ enhanced airspace capacity.				
Safety ▪ improved safety management.				
Strategy Near term (2008-2012)				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
DCB	▪ identify key stakeholders (ATC service providers and users, military authorities, airport authorities, aircraft operators and relevant international organisations) for purposes of coordination and cooperation, using a CDM process;			
	▪ identify and analyse traffic flow problems and develop methods for improving efficiencies on a gradual basis, as needed, through enhancements in current: o airspace organization and management (AOM) and ATS routes structure and SID and STARS, o CNS systems, o aerodrome capacity, o ATS capacity, o training for controllers and pilots; and o ATS letters of agreement;			
	▪ define common elements of situational awareness between FMUs; o common traffic displays, o common weather displays (Internet), o communications (teleconferences, web, etc.), and o daily teleconference/messages methodology advisories;			
	▪ develop methods to establish demand/capacity forecasting;			
	▪ develop a regional strategy and work programme for harmonized implementation of ATFM service; and			
	▪ monitor implementation progress.			
GPI References	GPI/1: flexible use of airspace; GPI/6: air traffic flow management; GPI/7: dynamic and flexible ATS route management; GPI/9: Situational awareness; GPI/13: aerodrome design and management; GPI/14: runway operations; GPI/15: match IMC and VMC operating capacity; and GPI/16: decision support and alerting systems.			

IMPROVE ATM SITUATIONAL AWARENESS				
Benefits				
Efficiency ▪ enhanced traffic surveillance; ▪ enhanced collaboration between flight crew and the ATM system; ▪ improved collaborative decision-making through sharing electronic aeronautical data information; ▪ reduced of workload for both pilots and controllers; ▪ improved operational efficiency; ▪ enhanced airspace capacity; ▪ improved implementation on a cost-effective basis;				
Safety ▪ improved available electronic terrain and obstacle data in the cockpit; ▪ reduced of the number of controlled flight into terrain related accidents; and ▪ improved safety management.				
Strategy ***Near term (2008-2012)***				
TASK	**DESCRIPTION**	**START-END**	**RESPONSIBILITY**	**STATUS**
SDM	▪ identify parties concerned			
	▪ identify the automation level required according to the ATM service provided in airspace and international aerodromes, assessing o operational architecture design, o characteristics and attributes for interoperability, o data bases and software, and o technical requirements;			
	▪ improve ATS inter-facility communication			
	▪ implement flight plan data processing system and electronic transmission tools			
	▪ implement radar data sharing programs where benefits can be obtained			
	▪ develop situational awareness training programmes for pilots and controllers			
	▪ implement ATM surveillance systems for situational traffic information and associated procedures			
	▪ implement ATS automated message exchanges, as required o FPL, CPL, CNL, DLA, etc.			
	▪ implement automated radar handovers, where able;			
	▪ implement ground and air electronic warnings, as needed o Conflict prediction of Terrain proximity o MSAW o DAIW o surface movement surveillance systems			
	▪ implement data link surveillance technologies and applications: ADS, CPDLC, AIDC, as required.			
	▪ implement automated MET information systems for hazardous weather phenomena alerts including low-level wind shear and runway wake vortices			

Medium term (2016)				
	▪ implement additional/advanced automation support tools to increase sharing of aeronautical information			
	▪ implement surveillance tools to identify airspace sector constraint			
	▪ implement teleconferences with ATM stakeholders			
	▪ monitor implementation progress			
GPI References	GPI/1: flexible use of airspace; GPI/6: air traffic flow management; and GPI/7: dynamic and flexible ATS route management; GPI/9: Situational awareness; GPI/13: aerodrome design and management; GPI/14: runway operations; and GPI/16: decision support and alerting systems; GPI/17: implementation of data link applications; GPI/18: aeronautical Information; GPI/19: meteorological systems.			

ATM/SAR/AIS SG/11
Appendix 14B to the Report on Agenda Item 14

AIM PERFORMANCE OBJECTIVES

REGIONAL PERFORMANCE OBJECTIVES /NATIONAL PERFORMANCE OBJECTIVES **IMPLEMENTATION OF WGS-84 AND eTOD**	
Benefits	
Environment **Efficiency** **Safety**	• none; • benefits described in performance objectives for PBN • efficient use of airspace. • improve situational awareness; • support determination of emergency contingency procedures; and • improve safety in general
KPI	Status of implementation of WGS-84 in the MID Region Status of implementation of eTOD in the MID Region (for Areas 1 & 4)
Proposed Metrics:	Number of States having implemented WGS 84 Number of States having implemented a number of PBN components (based on WGS-84) Number of States having organised eTOD awareness campaigns and training programmes Number of States having implemented eTOD for Areas 1 & 4

Strategy
Short term (2010)
Medium term (2011 - 20015)

ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
ATM AUO	**WGS-84**			
	• establish WGS-84 implementation goals in coordination with the national PBN implementation plan;	2009-2010	States	valid
	• monitor the implementation of WGS-84 until complete implementation of the system by all States and take remedial action, as appropriate.	ongoing	ICAO & AIS/MAP TF	valid
	eTOD			
ATM CM, ATM SDM	• promote the awareness about the requirements for the provision of electronic Terrain and Obstacle Data (eTOD);	ongoing	ICAO & AIS/MAP TF & States	valid
	• harmonize, coordinate and support the eTOD implementation activities on a regional basis;	ongoing	ICAO & AIS/MAP TF	valid
	• provide Terrain and Obstacle data for area 1;	2008-2010	States	valid
	• provide Terrain data for area 4;	2008-2010	States	valid
	• provide Terrain and Obstacle data for area 2;	2010-2012	States	valid
	• provide Terrain and Obstacle data for area 3.	2010-2012	States	valid
linkage to GPIs	GPI-5: Performance-based navigation; GPI-11: RNP and RNAV SIDs and STARs; GPI/9: Situational awareness; GPI/18: Aeronautical Information, GPI/20: WGS-84; GPI-21: Navigation systems.			

AIM PERFORMANCE OBJECTIVES

REGIONAL PERFORMANCE OBJECTIVES /NATIONAL PERFORMANCE OBJECTIVES **TRANSITION FROM AIS TO AIM**	
Benefits	
Environment **Efficiency** **Safety**	• reductions in fuel consumption; • improved planning and management of flights; • efficient use of airspace; • improved safety.
KPI	Status of implementation of the AIRAC system in the MID Region Status of implementation of QMS in the MID Region Status of implementation of AIS Automation in the MID Region
Proposed Metrics:	Number of States complying with the AIRAC procedures Number of posting of AIS information on the ICAO MID Forum Number of States having developed and signed Service Level Agreements between AIS and data originators Number of States having organised QMS awareness campaigns and training programmes Number of States having implemented QMS Number of States having developed eAIP Number of States having developed a National Plan for the transition from AIS to AIM

Strategy
Short term (2010)
Medium term (2011 - 20015)

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
AUO, ATM SDM				
	• improve the compliance with the AIRAC system;	Ongoing	States & AIS/MAP TF	valid
	• use of the internet, including the ICAO MID Forum, for the advance posting of the aeronautical information considered of importance to users;	2009-2011	States & ICAO	valid
	• signature of Service Level Agreements between AIS and data originators;	2009-2011	States	valid
	• foster the implementation of QMS based on the MID Region Methodology for the implementation of QMS and the Eurocontrol CHAIN deliverables;	2009-2011	ICAO & AIS/MAP TF & States	valid
	• monitor the implementation of QMS until complete implementation of the requirements by all MID States;	2008-2013	ICAO & AIS/MAP TF	valid
	• foster the development of eAIPs by MID States;	2009-2013	States & AIS/MAP TF	valid

Strategy **Short term (2010)** ***Medium term (2011 - 20015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AUO, ATM SDM				
	• monitor the implementation of AIS automation in the MID Region in order to ensure availability, sharing and management of electronic aeronautical information;	2008-2013	ICAO & AIS/MAP TF	valid
	• foster the development of national/regional AIS databases.	2010-2015	ICAO & AIS/MAP TF & States	valid
linkage to GPIs	GPI-5: Performance-based navigation; GPI-11: RNP and RNAV SIDs and STARs; GPI/18: Aeronautical Information			

Abbreviations used in the Global ATM Operational Concept:

AO	Aerodrome Operations
AOM	Airspace Organization and Management
ATM SDM	ATM Service Delivery Management
AUO	Airspace User Operations
CM	Conflict Management
DCB	Demand and Capacity Balancing
TS	Traffic Synchronization

REPORT ON AGENDA ITEM 15: FUTURE WORK PROGRAMME

15.1 The meeting recalled that with a view to increase the efficiency of MIDANPIRG and considering the new regional planning methodologies precipitated by the Global Plan and ICAO Business Planning requirements, MIDANPIRG/11, through Decision 11/5, endorsed a revised version of the MIDANPIRG Procedural Handbook, which includes, inter-alia, updated version of the MIDANPIRG Subsidiary Bodies Terms of Reference.

15.2 The meeting reviewed and updated the TOR of the ATM/SAR/AIS Sub Group as at **Appendix 15A** to the Report on Agenda Item 15 and agreed to the following Draft Decision:

DRAFT DECISION 11/26: REVISED TOR OF THE ATM/SAR/AIS SUB-GROUP

*That, the Terms of Reference and Work Programme of the ATM/SAR/AIS Sub-Group be updated as at **Appendix 15A** to the Report on Agenda Item 15.*

15.3 Taking into consideration the work programme of the Sub- Group and its subsidiary bodies (AIS/MAP TF, ARN TF, SSRCASG), and noting that the MIDANPIRG/12 meeting is scheduled for October 2010, the meeting agreed that the ATM/SAR/AIS SG/12 meeting be tentatively scheduled to be held in the first half of 2011. The venue will be Cairo, unless a State is willing to host the meeting.

15.4 In accordance with the ICAO Business plan and the requirements for performance monitoring, the meeting developed a follow-up action plan as at **Appendix 15B** to the Report on Agenda Item 15.

ATM/SAR/AIS SG/11
Appendix 15A to the Report on Agenda Item 15

TERMS OF REFERENCE (TOR) OF THE AIR TRAFFIC MANAGEMENT/SEARCH AND RESCUE/ AERONAUTICAL INFORMATION SERVICES SUB-GROUP (ATM/SAR/AIS SG)

1. Terms of Reference

a) Support a performance based transition to the ATM system envisaged in the Global ATM Operational Concept, in consideration of the regional performance objectives, supported by the Global Air Navigation Plan Initiatives (GPIs)

b) Ensure that the planning and implementation of ATM systems in the region, is coherent and facilitates the objective of achieving seamlessness through interoperability and harmonization with other Regions.

c) Keep under review the adequacy of requirements in the Air Traffic Management, Aeronautical Information Services and Search and Rescue fields, taking into account, *inter alia*, changes in user requirements, the evolution in operational requirements and technological developments.

d) Identify, State by State, those specific deficiencies and problems that constitute major obstacles to the provision of efficient air traffic management, aeronautical information services and search and rescue services and recommend specific measures to eliminate them.

2. Work Programme

1- Analyse the operational implications of the introduction of CNS/ATM systems in the fields of ATM, SAR and AIS/MAP and propose any required actions with a view to ensuring their smooth integration in the operational environment.

2- Consider problems and make specific recommendations relating to ATM interface issues with other regions.

3- Monitor achievements and progress in the implementation of RVSM in the region in light of acquired experience.

4- Follow-up on the MID RMA operation and monitoring activities and support the continued safe use of RVSM in the MID Region.

5- Taking into account human factors studies and available guidance material, make operational recommendations related to ATS and AIS personnel in the changing technological environment.

6- Review the MID code allocation and assignment system and, taking into consideration technological and operational advances, develop a proposal for an improved system.

7- Review, within the context of the Global Plan, specific ATM requirements for navigation.

8- Carry out an analysis of the ATS reported incidents and propose remedial actions as necessary.

9- Keep MIDANPIRG apprised of recurring incidents which may have a serious impact on the safety of air navigation in the region.

10- Review the requirements and monitor the status of implementation of Search and Rescue (SAR) services.

11- Promote and assist States in the development of SAR agreements.

12- Taking into considering the ATM performance objectives that have been agreed, develop detailed tasks, identify deliverables with deadlines and monitor implementation of the following:

(a) Performance based navigation
(b) Optimization of the ATS route structure – En-route
(c) Optimization of the ATS route structure – Terminal
(d) Implementation of Contingency plans
(e) Civil/Military coordination and ~~coordination~~ cooperation
(f) Situational awareness (surveillance)
(g) Completion of RVSM implementation and monitoring
(h) Transition to the new ICAO Model Flight Plan
(i) Implementation of Safety Management in ATS
(j) Transition from AIS to AIM

13- Review the requirements and monitor the status of implementation of AIS/MAP services.

14- Analyse, review and monitor deficiencies in the ATM/SAR and AIS/MAP fields.

3. Composition

3.1 The Sub-Group will compose of:

a) MIDANPIRG Provider States; and

b) concerned International /Regional Organizations as observers.

ATM/SAR/AIS SG/11
Appendix 15B to the Report on Agenda Item 15

FOLLOW-UP ACTION PLAN ON ATM/SAR/AIS SG/11 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/1: PROPOSAL FOR AMENDMENT TO THE MID BASIC ANP ATS-1 TABLE That, the ICAO MID Regional Office issue a proposal for amendment to the MID Basic ANP in order to update the ATS-1 Table as at **Appendix 3A** to the Report on Agenda Item 3.	Consolidate the proposal for amendment	ICAO	Proposal for amendment to issued	Feb. 2010	
CONC. 11/2: RNAV IMPLEMENTATION IN THE MID REGION That, States that have not yet done so, be urged to: a) update their AIP to change RNP 5 to RNAV 5 and to set the width of the RNAV 5 Routes to 10NM (5NM on each side); and b) take necessary measures to implement RNAV 5 area starting from FL 160 up to FL460 inclusive.	Implement the Conclusion	ICAO	WP to MIDANPIRG/12 State Letter	Oct. 2010 Dec. 2010	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/3: ALLOCATION OF FIVE-LETTER-NAME CODES IN THE MID REGION That, States that have not yet done so, be urged to: a) assign ICARD ATS Route Planners, in order to make use of the ICARD system and improve the process of allocation of 5LNCs; b) review their list of allocated 5LNCs and identify the non-used, duplicate and non-ICAO 5LNCs, and inform the ICAO MID Regional Office accordingly for necessary action; and c) update the ICARD database by adding the missing information (missing latitude and longitude coordinates, etc).	Implement the Conclusion	ICAO	State Letter Feedback from States WP to MIDANPIRG/12	Dec. 2009 Oct. 2010	
CONC. 11/4: AIRCRAFT WITHOUT CONFIRMED RVSM APPROVAL STATUS That, a) States and the MID RMA be invited to take necessary measures to ban any aircraft without confirmed RVSM approval status from entering the RVSM airspace; b) States be urged to report any case of hand-over at an RVSM Flight Level of an aircraft without confirmed RVSM approval status from adjacent ACCs to the ICAO MID Regional Office and the MID RMA; and c) the MID RVSM Programme Managers monitor and follow up this subject at the national level, in order to ensure the efficient implementation of a) and b) above.	Implement the Conclusion	ICAO MID RMA States	State Letter Feedback from States and MID RMA and MID RMA Board/10 Report	Dec. 2009 May. 2010	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 11/5: MID RVSM SCRUTINY GROUP That, the MID RVSM Scrutiny Group is established with Terms of Reference (TOR) as at **Appendix 4A** to the Report on Agenda Item 4.	Establish the Scrutiny Group	MID RMA	Reports of the Scrutiny Group	Ongoing	
CONC. 11/6: FOLLOW UP ACTION ON SSR CODE ALLOCATION IN THE MID REGION That, a) the SSRCASG/3 meeting complete its work programme based on the input from States; b) the SSRCASG/3 meeting propose necessary follow up action on MIDANPIRG/11 Decision and Conclusions related to SSR Code Allocation; and c) the outcome of the SSRCASG/3 meeting be directly reported to MIDANPIRG/12.	Convene the SSRCASG/3 meeting	ICAO	SSRCASG/3 Report	Apr. 2010	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/7: ATS SAFETY MANAGEMENT That, MID States that have not yet done so, be urged to: a) establish a State Safety Programme (SSP) and ensure the implementation of Safety Management Systems (SMS) by their ATS service providers, in accordance with Annex 11 provisions; b) promulgate a national safety legislative framework and specific regulations in compliance with international and national standards that define how the State will conduct the management of safety, including the collection and protection of safety information and improvement of accident prevention, in compliance with relevant provisions contained at Chapter 2 of Annex 11 and Chapter 8 of Annex 13; c) share safety information including information on ATS incidents and accidents; and d) take advantage of the ICAO guidance material related to safety management as well as the training events offered by ICAO (SMS and SSP training courses seminars and workshops.	Implement the Conclusion	ICAO	WP to ANS SG/1 & MIDANPIRG/12 State Letter Feedback from States	Jun. 2010 Oct. 2010 Dec. 2010	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/8: ICAO NEW FLIGHT PLAN MODEL IMPLEMENTATION That, States be urged to: a) Secure necessary budget for the implementation of the new FPL model project; b) initiate necessary negotiation with their ATC systems manufacturers/vendors for the implementation of necessary hardware/software changes, as soon as possible; c) develop National PFF related to the new FPL Model project with clearly established performance objectives and timelines; and d) take all necessary measures to comply with the applicability date of 15 November 2012.	Implement the Conclusion	ICAO States	State Letter Feedback from States	Dec. 2009 Feb. 2010	
CONC. 11/9: ICAO NEW FLIGHT PLAN MODEL SEMINAR That, in order to assist States in the preparation for the timely implementation of the new ICAO Flight Plan Model, the ICAO MID Regional Office organize a Seminar on this subject in 2010.	Organize the Seminar	ICAO	Summary of Discussion	Dec. 2010	
DEC. 11/10: FOLLOW UP ACTION ON IMPLEMENTATION OF SAR PROVISIONS IN THE MID REGION That, a) the SAR Ad-hoc WG/1 meeting propose necessary follow up action on MIDANPIRG/11 Conclusions and Decision related to SAR; and b) the outcome of the SAR Ad-hoc WG/1meeting be reported directly to MIDANPIRG/12.	Convene the SAR AWG/1 meeting	ICAO	SAR AWG/1 Report	Jun. 2010	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/11: CIVIL/MILITARY COOPERATION That, in order to facilitate effective civil/military cooperation and joint use of airspace in accordance with ICAO provisions, and in support of the ICAO's vision for an integrated, harmonized and globally interoperable air traffic management system as laid out in the ATM Operational Concept and in the Global Air Navigation Plan, MID States that have not yet done so, be urged to: a) manage the airspace in a flexible manner with an equitable balance between civil and military users through strategic coordination and dynamic interaction, in order to open up segregated airspace when it is not being used for its originally-intended purpose and allow for better airspace management and access for all users according to their needs; b) develop necessary institutional arrangements to foster civil/military cooperation; and c) take steps and arrange as necessary for the Military authorities to be: i) fully involved in the airspace planning and management process; ii) aware of the new developments in civil aviation; and iii) involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.	Implement the Conclusion	ICAO States	WP to MIDANPIRG/12 State Letter Feedback from States	Oct. 2010 Dec. 2010	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/12: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA That, the ICAO MID Regional Office process a Proposal for Amendment to the Supplementary Procedures (Doc 7030) in order to include the procedures to be followed by all civil uncoordinated flights and, to the extent practicable, by military aircraft operating over the Red Sea Area, as shown at Appendix 10A to the Report on Agenda Item 10.	Implement the Conclusion	ICAO	WP to MIDANPIRG/12 Proposal for Amendment to SUPPs	Oct. 2010 Jan. 2011	
CONC. 11/13: USE OF THE ENGLISH LANGUAGE AND STANDARD ICAO PHRASEOLOGY That, in order to expedite the process of implementation of the ICAO Language Proficiency requirements, MID States that have not already done so be urged to: a) adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) in their national legislation; b) assess current language proficiency level of air traffic controllers and pilots, according to the ICAO rating scale; c) ensure that all stakeholders (pilots, air traffic controllers, language teachers, regulators, etc.) are familiar with the ICAO language proficiency requirements; d) ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and e) present on regular basis reports to ICAO MID Regional Office on the progress achieved in preparing for implementation of ICAO language proficiency requirements.	Implement the Conclusion	ICAO	WP to MIDANPIRG/12 State Letter Feedback from States	Oct. 2010 Jan. 2011	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/14: IMPROVEMENT OF THE ADHERENCE TO THE AIRAC SYSTEM That, in order to improve the adherence to the AIRAC System, States, that have not yet done so, be urged to: a) fully comply with the AIRAC procedures, in accordance with the provisions of Annex 15 and the MID Basic ANP Chapter VIII; b) organize awareness campaigns involving AIS and all technical Departments providing the raw data to the AIS for promulgation; and c) arrange for the signature of Service Level Agreements (SLA) between AIS and the data originators.	Implement the Conclusion	ICAO States	WP to MIDANPIRG/12 State Letter Feedback from States and users	Oct. 2010 Jan. 2011	
CONC. 11/15: DRAFT PROPOSAL FOR AMENDMENT TO THE MID FASID, PART VIII (AIS TABLES) That, in accordance with MIDANPIRG/11 Conclusion 11/13, the ICAO MID Regional Office, on behalf of MIDANPIRG, initiate the process of a Proposal For Amendment to the MID FASID, Part VIII (AIS), based on: a) the MID FASID AIS Tables at Appendix 12B to the Report on Agenda Item 12; and b) the updates received from States prior to 31 January 2010	Issue the proposal for amendment	ICAO	Proposal for amendment to issued	Mar. 2010	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/16: AWARENESS CAMPAIGNS AND TRAINING PROGRAMMES ON QMS That, MID States be invited to organize, at the National level, awareness campaigns and training programmes with the support of ICAO and the QMS Implementation Action Group (QMS AG), to promote and expedite the process of implementation of QMS for AIS.	Implement the Conclusion	States	Feedback from States on their plan for awareness campaigns and training programmes on QMS	Sep. 2010	
DEC. 11/17: TERMS OF REFERENCE OF THE QMS IMPLEMENTATION ACTION GROUP That, the Terms of Reference of the QMS Implementation Action Group (QMS AG) be updated as at **Appendix 12D** to the Report on Agenda Item 12.	Follow-up the activities of the QMS AG	QMS AG ICAO	Feedback from the Action Group	Sep. 2010	
DEC. 11/18: TERMS OF REFERENCE OF THE AIS AUTOMATION ACTION GROUP That, the Terms of Reference of the AIS Automation Action Group (AISA AG) be updated as at Appendix 12E to the Report on Agenda Item 12.	Follow-up the activities of the AISA AG	AISA AG ICAO	Feedback from the Action Group	Sep. 2010	
CONC. 11/19: eTOD CHECKLIST That, MID States be encouraged to use the eTOD checklist at **Appendix 12F** to the Report on Agenda Item 12 in order to assist them in the process of planning and implementation of the eTOD provisions.	Implement the Conclusion	States ICAO	Feed back from States State Letter	Sep. 2010 Jan. 2011	
CONC. 11/20: eTOD AWARENESS CAMPAIGNS That, for the sake of an efficient and harmonized implementation of eTOD, MID States be invited to organize, at the National Level and, to the extent possible co-operatively, awareness campaigns and training programmes (seminars, workshops, etc) to promote and expedite the process of eTOD implementation.	Implement the Conclusion	States	Feedback from States on their plan for awareness campaigns and training programmes on eTOD	Sep. 2010	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/21: PROPOSAL FOR AMENDMENT TO THE MID BASIC ANP (DOC 9708) RELATED TO eTOD That, the ICAO MID Regional Office, on behalf of MIDANPIRG, process the draft proposal for amendment to the MID Basic ANP (Part VIII) at **Appendix 12I** to the Report on Agenda Item 12, in accordance with standard procedure.	Implement the Conclusion	ICAO	WP to MIDANPIRG/12 Proposal for Amendment to the MID Basic ANP	Oct. 2010 Feb. 2011	
DEC. 11/22: DISSOLUTION OF THE eTOD WORKING GROUP That, noting that the majority of the Tasks assigned to the eTOD Working Group have been completed: a) the eTOD Working Group is dissolved; and b) the eTOD tasks which have not yet been completed be included into the Work Programme of the AIS/MAP Task Force	Implement the Decision	ICAO MIDANPIRG/12	eTOD WG dissolved	Oct. 2010	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/23: TRANSITION FROM AIS TO AIM That, recognizing the limitations of the current AIS, which does not meet the new global ATM system requirements envisioned by the ATM Operational Concept, and taking into consideration the ICAO Roadmap for the transition from AIS to AIM: a) MID States, that have not yet done so, be urged to develop national plans to implement the transition from AIS to AIM and send them to the ICAO MID Regional Office before 31 January 2010; and b) the AIS/MAP Task Force monitor the progress of transition from AIS to AIM in the MID Region and supports regional and national planning.	Implement the Conclusion	ICAO States AIS/MAP TF	Feedback from States on their national plans for the transition to AIM AIS/MAP TF/6 Report	Sep. 2010 Jun. 2011	
DEC. 11/24: PLANNING FOR THE TRANSITION FROM AIS TO AIM That, based on the ICAO Global ATM Operational Concept and the ICAO Roadmap for the transition from AIS to AIM, the AIS/MAP Task Force: a) develop performance goals for the transition from AIS to AIM in the MID Region and identify achievable Milestones; and b) carry out a review of the AIS parts of the MID Basic ANP and FASID in order to introduce/develop planning material related to the transition from AIS to AIM.	Implement the Conclusion	ICAO AIS/MAP TF	AIS/MAP TF/6 Report	Jun. 2011	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 11/25: TERMS OF REFERENCE OF THE AIS/MAP TASK FORCE That, the Terms of Reference and Work Programme of the AIS/MAP Task Force be updated as at Appendix 12K to the Report on Agenda Item 12.	Implement the AIS/MAP TF Work Programme	AIS/MAP TF	AIS/MAP TF/6 Report	Jun. 2011	
DEC. 11/26: REVISED TOR OF THE ATM/SAR/AIS SUB-GROUP ICAO LANGUAGE PROFICIENCY That, the Terms of Reference and Work Programme of the ATM/SAR/AIS Sub-Group be updated as at **Appendix 15A** to the Report on Agenda Item 15.	Implement the ATM/SAR/AIS SG Work Programme	ATM/SAR/AIS SG	ATM/SAR/AIS SG/12 Report	Jul. 2011	

REPORT ON AGENDA ITEM 16: ANY OTHER BUSINESS

16.1 Nothing has been discussed under this agenda item.

ATM/SAR/AIS SG/11-REPORT
Attachment A to the Report

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