



International Civil Aviation Organization

Air Traffic Services Route Network Task Force (ARN TF)

Sixth Meeting  
(Cairo, Egypt, 22 - 24 April 2013)

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**Agenda Item 3: Review ATS Route Network**

**REVIEW AND UPDATE THE DEFICIENCIES IN THE ATS ROUTES NETWORK**

*(Presented by the Secretariat)*

<b>SUMMARY</b>
This working paper presents the deficiencies in the ATS Route Network for review, update and proposal for remedial actions.
Action by the meeting is at paragraph 3.
<b>REFERENCES</b>
- MIDANPIRG/13 Report

**1. INTRODUCTION**

1.1 In order to avoid different interpretations of the problems raised, which could be classified as complaints or mission findings rather than deficiencies, for the purposes of discussion and association actions in this working paper, the following standard definition of “deficiency” adopted by the ICAO Council in November 2001 is used:

*“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.”*

**2. DISCUSSION**

2.1 The majority of the deficiencies are related to none implementation and/or the elimination of portions/segments of ATS routes that are of variance to the ANP ATS Table 1 – ATS route.

2.2 The meeting may wish to recall that MIDANPIRG/13 developed two Conclusions Conclusion 13/61 and Conclusion 13/62 related to the elimination of air navigation deficiencies as follows:

*CONCLUSION 13/61: CENTRALIZED AIR NAVIGATION DEFICIENCY DATABASE*

*That, States and international organizations be invited to:*

- a) *test the centralized air navigation deficiency database on iSTARS platform using the guidance in Appendix 5.1A to the Report on Agenda Item 5.1;*
- b) *update the data as necessary in coordination with the ICAO MID Regional Office; and*
- c) *provide feedback to the ICAO MID Regional Office by 31 August 2012*

*CONCLUSION 13/63: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION*

*That, States be urged to:*

- a) *review their respective lists of identified deficiencies, develop associated Corrective Action Plans and forward them to the ICAO MID Regional Office prior to 15 June 2012; and*
- b) *use the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies, until the official launch of the Centralized Air Navigation Deficiency Database on iSTARS.*

2.3 The updating of the list of deficiencies, which is considered as a living document, is an on-going process within the MIDANPIRG framework and the Secretariat to reflect the identified/reported air navigation deficiencies in the MID Region. The updated list of deficiencies concerning the work programme of the Task Force is as at **Appendix A** to this working paper for review by the meeting.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) review and update the list of deficiencies as at **Appendix A** to this working paper; and
- b) review and recommend ways and means to eliminating the deficiencies.

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**APPENDIX A**

**Deficiencies in the ATM Field**

**EGYPT**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	-Developed and sent to ICAO MID Regional Office - signed with Greece, Libya and Saudi Arabia	H	developed and promulgated contingency plans for implementation in the event of disruption of ATS and related supporting services	Egypt ICAO	Jan, 2013	A

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the ATM Field**

**IRAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Ongoing - sent to ICAO MID Regional Office - signrd with Bahrain, Oman and Pakistan	H	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Iran	Jun, 2012	A
3	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAN	Dec, 2006	KUMUN-PAPAN segment not implemented	S O	States to continue negotiations with one another. Iran has no plan to implement the route segment	Iran and UAE	Dec, 2012	B
4	MID ANP Table ATS - 1 Plan of ATS Routes	Iran / Iraq	ATS route L126 MIGMI - ILM not implemented	Dec, 2011	MIGMI - ILM not implemented	S	States to continue negotiations with one another.	Iran / Iraq	Dec, 2012	B

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

“H”= Human Resources

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“O”= Other unknown causes

**Deficiencies in the ATM Field**

**IRAQ**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	MID ANP Table ATS-1  Plan of ATS Routes	-	ATS route G667 not implemented	Sep, 2006	Iraq has no plan to open the route  Iraq requested that Airway be suspended until adequate radar coverage exists and RVSM has been implemented in the Baghdad (FIR). not supported by Kuwait due Military restrictions	S	-	Iraq Iran Kuwait	Jan, 2013	B
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	-sent to ICAO MID Regional Office	S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Iraq ICAO	Jan, 2013	A
4	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	Jan, 2013	B

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
5	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	Jan, 2013	B
6	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route A424 LOTAN - LOVEK segment (Baghdad FIR) not implemented	May, 2008	Communication problems between concerned FIRs	O	No plan to open the route. Saudi Arabia has no objections to extend the route in Baghdad FIR Proposed AIRAC date 1 July 2010	Iraq	Jan, 2013	B
7	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS Route G669 segment Rafha SOLAT not implemented	May, 2008	Airspace restrictions	S	Airspace restrictions to be addressed	Iraq	Jan, 2013	B
9	MID ANP Table ATS - 1 Plan of ATS routes	Iraq/Iran	ATS routes L126 not implemented MIGMI – ILM	Dec, 2011	MIGMI – ILM segment not implemented	S	States to continue negotiations with one another.	Iraq/Iran	Dec, 2012	B
10	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS routes M320 implemented with variance to Table ATS 1, Causing a Safety concern due duplication.	Dec, 2011	RUGIR to RAPLU implemented at variance with the Plan. affecting safety due duplication.	S	Iraq to negotiate with Kuwait for the extention of the route into Baghdad FIR as depicted in Iraq AIP and proposed for an amendment to the MID ANP.	Iraq	Dec, 2012	B

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

“H”= Human Resources

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“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
11	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS routes R652 GIBUX - IVANO implemented at variance with the ANP Causing a safety concern due duplication	Dec, 2011	GIBUX - IVANO implemented at variance with the Plan. Affecting safety	S	To delete Segment from the AIP or use a temporary route designator.	Iraq	Dec, 2012	B

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

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**Deficiencies in the ATM Field**

**JORDAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	National Contingency plan developed sent to ICAO MID Regional Office - signed with Saudi Arabia	H	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Jordan	Jan, 2013	A
3	MID ANP Table ATS 4	-	ATS Route UP559 not implemented	Mar, 2007	The segments <del>TURAI</del> <del>TONTU</del> <del>DAMASCUS</del> <del>DAKWE</del> <del>KHALDEH</del> <del>KUKLA</del> <del>LARNACA</del> are not implemented.  Jordan Has no plans to implement	S	<del>The segments TURAI</del> <del>TONTU</del> <del>DAMASCUS</del> <del>DAKWE</del> <del>KHALDEH</del> <del>KUKLA</del> <del>LARNACA</del> are not implemented	Jordan-Lebanon and Syria	Dec, 2012	B

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

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**Deficiencies in the ATM Field**

**KUWAIT**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Contingency Plan was signed with Bahrain and Saudi Arabia. Contingency Plan with Iraq and Iran is still awaited to be signed	S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Kuwait	Dec, 2012	A
3	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route G669 segment Rafha SOLAT not implemented	May, 2008	Airspace restrictions	S	- Airspace restrictions to be addressed -- Kuwait has no plan to activate the route segment.  - Iraq ready to implement segment Rafha - SOLAT	Kuwait/Iraq	Jan, 2013	B
4	MID ANP Table ATS - 1 Plan of ATS Routes	-	ATS Route G667 not implemented Abadan (ABD0 ALSAN	Jan, 2006	Iraq has no plan to open the route Iraq requested that Airway be suspended until adequate radar coverage exists and RVSM has been implemented in the Baghdad (FIR). not supported by Kuwait due Military restrictions	S	ATS Route G667 not implemented Abadan (ABD0 ALSAN	Iraq/Kuwait/Iran	Jan, 2013	B

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

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**Deficiencies in the ATM Field**

**LEBANON**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	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	S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Lebanon ICAO	Jun, 2012	A
3	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments <del>TURAIH-TONTU-</del> <del>DAMASCUS-</del> <del>DAKWE-</del> <del>KHALDEH-</del> <del>KUKLA-</del> <del>LARNACA</del> are not implemented	S	-	Jordan-Lebanon and Syria	Jun, 2012	B

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

“H”= Human Resources

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“O”= Other unknown causes

**Deficiencies in the ATM Field**

**OMAN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Under development : sent to ICAO MID Regional Office - signed with Bahrain,Iran,UAE and Yement. Agreement yet to be signed with , Pakistan and India	S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Oman	Jan, 2013	A

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**Deficiencies in the ATM Field**

**QATAR**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	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	Jan, 2013	A
2	MID ANP Table ATS - 1	-	ATS Route L/UL443 not implemented	Nov, 2012 Nov, 2011	The segment KUPSA AMBEK LAGVA LOPOK TAMRI are not implemented	S	need to establish the route	Qatar	Dec, 2012	B

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**Deficiencies in the ATM Field**

**SAUDI ARABIA**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	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.signed with Bahrain, Jordan, Kuwait and Egypt	S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Saudi Arabia	Dec, 2012	A

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the ATM Field**

**SYRIA**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	MID ANP Table ATS-1 Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	Dec, 1997	Not implemented DAKWE - Damascus Economic impact- alternative routes available but longer- Not affecting safety	S	ICAO to follow-up -- Syria has no plan to implement the route	Lebanon Syria	Jan, 2013	B
2	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	Jan, 2013	B
3	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	Jan, 2013	A
5	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIIF-TONTU- DAMASCUS- DAKWE- KHALDEH- KUKLA- LARNACA are not implemented	S	Syria has no plan to implement the route.	Jordan Lebanon and Syria	Jan, 2013	B

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the ATM Field**

**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 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 signed with Oman, pending signature with Bahrain, Iran and Qatar	UAE	Dec, 2012	A
2	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  The UAE considers options for a resolution to be exhausted	Iran and UAE	Dec, 2012	B

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

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“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the ATM Field**

**YEMEN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Ongoing - signed with Oman	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Yemen	Jan, 2013	A

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“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.

- END -

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes