



International Civil Aviation Organization

**MIDANPIRG Communication Navigation and Surveillance
Sub-Group (CNS SG)**

Sixth Meeting
(Tehran, Iran, 09 – 11 September 2014)

Agenda Item 6: Review of Air Navigation Deficiencies in the CNS Field

CNS DEFICIENCIES IN THE MID REGION

(Presented by the Secretariat)

SUMMARY

This working paper presents the deficiencies in the CNS field for review, update and remedial actions. The meeting is also expected to review and discuss the methodology used for the prioritization of the air navigation deficiencies.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/14 Report
- SCM-SS Summary of Discussions
- SL Ref. AN 2/2 - 14/109 dated 17 April 2014

1. INTRODUCTION

1.1 In accordance with its Terms of Reference the CNS Sub-Group is expected to review and update the list of air navigation deficiencies related to CNS field.

1.2 South Sudan and Sudan-Special Coordination Meeting (SS-SCM) related to CNS infrastructure was held at the ICAO MID Regional Office on 16 February 2014.

2. DISCUSSION

2.1 MIDANPIRG/14 re-iterated that the identification and reporting of Air Navigation Deficiencies by User-Organizations contribute significantly to the enhancement of air navigation safety in the MID Region. Nevertheless, the meeting noted with concern that the use of the MID Air Navigation Deficiency Database (MANDD) is far below expectations. Accordingly, the meeting urged States and authorized Users to use the MANDD for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies.

2.2 In addition, MIDANPIRG/14 recognized the need for a formal procedure to be used for the elimination of deficiencies from the MANDD. Accordingly, it was agreed that a deficiency would be eliminated only when a State submit a formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of this

deficiency. Accordingly, the meeting agreed to the following Conclusion to replace and supersede MIDANPIRG/13 Conclusion 13/63:

CONCLUSION 14/32: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION

That, States be urged to:

- a) use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies; and*
- b) submit a Formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of deficiency(ies) when requesting the elimination of deficiency(ies) from the MANDD.*

2.3 In connection with the above, ICAO MID Office issued State Letter Ref. AN 2/2 - 14/109 dated 17 April 2014 requesting States to take all necessary measures to implement the provisions of the above Conclusion and send their feedback on the actions taken to the ICAO MID Regional Office, not later than 15 May 2014.

2.4 The updated lists of deficiencies in the CNS Field are at **Appendix A** to this working paper.

2.5 MIDANPIRG/14 also recognized the need to review the methodology used for the prioritization of the air navigation deficiencies emphasizing that the deficiencies priority “U” have a **direct** impact on safety and require **immediate** corrective measures.

2.6 The meeting may wish to recall that, Deficiency has been defined as “*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.*”

2.7 Moreover, it is to be noted that the priority for action to remedy a deficiency is currently 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.

2.8 The table below present a summary of the reported air navigation deficiencies related to CNS field in the MID Region, grouped according to their priorities, which needs to be revised for consistency:

Table 1 – CNS

<i>Priority</i>	<i>Deficiency</i>	<i>States reported</i>	<i>No.</i>
U	AFTN and Speech circuits and NAVAIDs	Iraq and Syria	4
A	AFTN and Speech circuits	Bahrain, Iran, Jordan, Lebanon, Oman, and Yemen	9

2.9 The meeting may wish to note that a South Sudan and Sudan-Special Coordination Meeting (SS-SCM) related to CNS infrastructure was held at the ICAO MID Regional Office on 16 February 2014. Accordingly, this mechanism that could be used for eliminating deficiencies in future.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and discuss the methodology used for the prioritization of the air navigation deficiencies related to CNS;
- b) review and update the list of deficiencies in the CNS field (including Libya and Sudan); and
- c) urge States to take necessary follow-up actions to implement MIDANPIRG/14 Conclusion 14/32.

APPENDIX A

Deficiencies in the CNS Field

BAHRAIN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19).	Afghanistan-Bahrain-Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented.	Oct, 1998	Bahrain is ready to implement the circuit.	O	Bahrain side ready. Bahrain service provider (BATELCO) informed they can supply VSAT connection. No information from Afghanistan.	Afghanistan-Bahrain	Sep, 2014	A

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS Field

IRAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	MID ANP (AFTN Rationalized Plan).	Afghanistan-Iran-Kabul-Tehran AFTN Circuit	The circuit is not yet implemented.	Oct, 1998	VSAT network to be implemented.	S	Iran advised that they are ready. No information from Afghanistan	Afghanistan-Iran	Sep, 2014	A

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“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS Field

IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ATS Direct Speech Circuit Iraq-Syria.	ATS Direct Speech circuit	ATS Direct speech circuit is needed.	Oct, 2008	In progress between Iraq and Syria.	O	Iraq advised that they can provide VSAT.	Iraq- Syria	Jun, 2014	U
2	MID FASID.	Baghdad VOR	VOR not installed.	Jan, 2009	In progress.	O	Iraq advised that all NAV AIDs will be installed according to the master plan.	Iraq	Sep, 2014	U
3	MID FASID.	Baghdad DME	DME not installed.	Jan, 2009	In progress.	O	Iraq advised that all NAV AIDs will be installed according to the master plan.	Iraq	Sep, 2014	U

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“O”= Other unknown causes

Deficiencies in the CNS Field

JORDAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	MID ANP (AFTN Rationalized Plan).	Jordan-Lebanon-Amman-Beirut AFTN Circuit	AFTN Circuit is not yet implemented.	Oct, 1998	Jordan is ready to implement the circuit.	S	Jordan is already co-ordinating with Lebanon.	Jordan- Lebanon	Sep, 2014	A

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“O”= Other unknown causes

Deficiencies in the CNS Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	MID ANP (AFTN Rationalized Plan).	Amman-Beirut AFTN Circuit	AFTN Circuit is not yet implemented.	Oct, 1998	Lebanon working on the implementation of the circuit.	S	If problem persists, another alternative should be proposed in the MID AFTN Plan. No update received from Lebanon	Jordan- Lebanon	Sep, 2014	A

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Direct Speech Circuit (LIM MID RAN) in Oman and Yemen.	Direct speech Circuit	Direct Speech circuit is required.	Oct, 1998	Under implementation.	O	Oman Ready. Oman and Yemen are working to implement the circuit	Oman- Yemen	Sep, 2014	A

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“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	ATS Direct Speech Circuit Syria- Iraq.	ATS Direct Speech Circuit	Direct Speech circuit required between Syria and Iraq.	Oct, 2008	Matter pending in Syria.	O	Iraq advised they are ready to provide VSAT for the implementation.	Syria- Iraq	Sep, 2014	U

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“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

Deficiencies in the CNS Field

YEMEN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Direct Speech Circuit with Adjacent Centre in Djibouti.	Direct Speech Circuit	Requirement for a Direct Speech Circuit with Adjacent Centre Djibouti.	Oct, 1998	No updates received from Yemen.	O	No updates received from Yemen.	Yemen- Djibouti	Sep, 2014	A
2	Direct Speech Circuit with Adjacent Centre in India.	Direct Speech Circuit	Direct speech Circuit with Adjacent Centre in India.	Oct, 1998	No updates received from Yemen.	O	No updates received from Yemen.	Yemen- India	Sep, 2014	A
3	Direct SPeech Circuit with Adjacent Centers in Oman and Yemen.	Direct Speech Circuit	Requirement for a Direct SPeech Circuit with Adjacent center Oman.	Oct, 1998	No updates received from Yemen.	O	Establish a direct Speech Circuit with Adjacent centre in Oman. Oman Ready. No update from Yemen.	Yemen- Oman	Sep, 2014	A
4	Direct speech Circuits with Adjacent Centres in Eritrea and Somalia.	Direct Speech Circuit	Requirement for direct speech Circuits with adjacent Centres in Eritrea and Somalia.	Oct, 1998	No updates received from Yemen.	O	No updates received from Yemen.	Yemen- Eritrea- Somalia	Sep, 2014	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-

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

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