



International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Sixth Meeting (RASG-MID/6)
(Bahrain, 26-28 September 2017)

Agenda Item 5: Update from and Coordination with MIDANPIRG

AIR NAVIGATION DEFICIENCIES

(Presented by the Secretariat)

SUMMARY

This paper presents the status of the air navigation deficiencies reported through the MIDANPIRG Air Navigation Deficiencies Database (MANDD).

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/16 Report

1. INTRODUCTION

1.1 The air navigation deficiencies are reported by MIDANPIRG and are related mainly to non-compliance with the requirements of the MID Air Navigation Plan (ANP). The ICAO MID Office is managing the air navigation deficiencies through the MIDANPIRG Air Navigation Deficiencies Database (MANDD), for which each State and IATA have been granted access.

1.2 States are required to establish and implement a mechanism for the review and elimination of deficiencies identified within the framework of the Planning and Implementation Regional Groups (PIRGs). The effective implementation of the mechanism is addressed through the ICAO USAOP CMA - ANS Protocol Question (PQ) No. 7.045.

2. DISCUSSION

2.1 The MIDANPIRG/16 meeting recalled that MIDANPIRG/15, through Conclusion 15/35, urged States to use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies. States were also urged to submit specific Corrective Action Plan (CAP) for each deficiency; and it was agreed that a deficiency would be eliminated only when a State submit a formal Letter to the ICAO MID Office containing the evidence(s) that mitigation measures have been implemented for the elimination of this deficiency.

CONCLUSION 15/35: AIR NAVIGATION DEFICIENCIES

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, including the submission of a specific Corrective Action Plan (CAP) for each deficiency; 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.*

2.2 The MIDANPIRG/16 meeting noted with concern that the majority of deficiencies listed in the MANDD have no specific Corrective Action Plan (CAP). The meeting urged States to implement the provisions of MIDANPIRG Conclusion 15/35 related to elimination of Air navigation Deficiencies, in particular, the submission of a specific Corrective Action Plan (CAP) for each deficiency.

2.3 The MIDANPIRG/16 meeting reviewed and updated the list of deficiencies in the AIM, AOP, ATM, CNS, SAR and MET fields as reflected in the MID Air Navigation Deficiency Database (MANDD) at: <http://www.cairo.icao.int>. The meeting noted that the total number of air navigation deficiencies recorded in MANDD is **114** deficiencies compared to **127** deficiencies approved by MIDANPIRG/15.

2.4 A quantitative analysis of the MID States' air navigation deficiencies is shown in the tables and graphs presented at **Appendices A and B**.

2.5 The meeting highlighted the following:

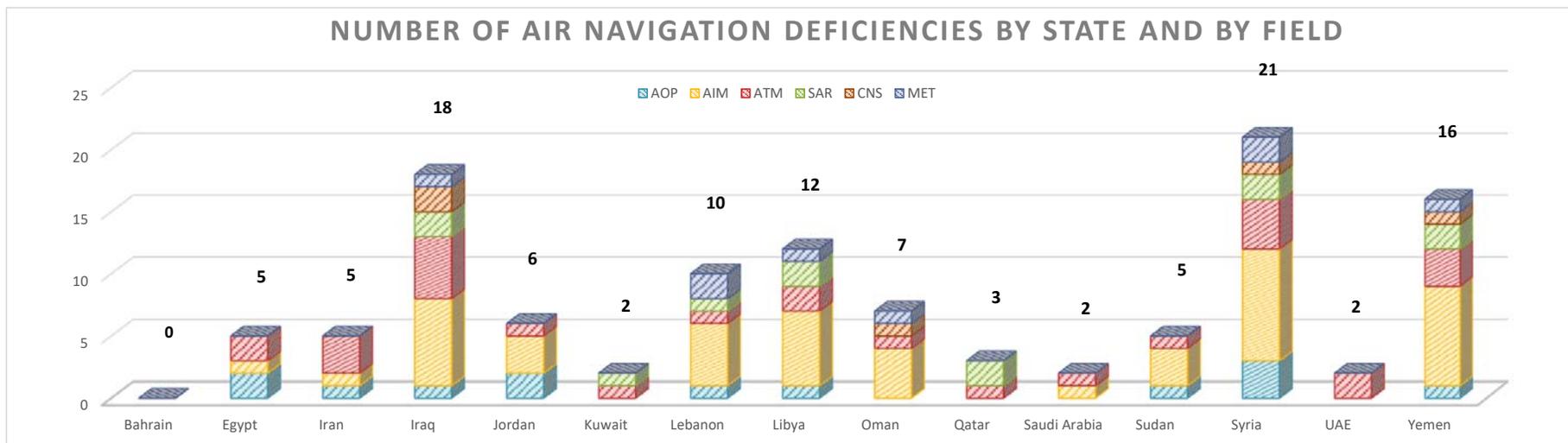
- In the AOP field; the total number of AOP deficiencies is 13; 12 priority "A" and 1 priority "B" deficiencies. The lack of implementation of aerodromes' certification represents 70% of these deficiencies.
- In the AIM field; 4 priority "A" deficiencies related to Aerodrome Obstacle Chart, Aerodrome Chart, QMS and AIP and 1 priority "B" deficiency related to World Aeronautical Chart have been deleted. The total number of AIM deficiencies has decreased from 53 to 48 since MIDANPIRG/15 (42 priority "A" and 6 priority "B" deficiencies). The lack of provision of terrain and obstacle datasets, the deficiencies related to AIP and aeronautical charts and the QMS represents 70% of these deficiencies.
- In the ATM field; 2 Priority "A" deficiencies related to reporting of LHD have been deleted. The total number of deficiencies in the ATM field has decreased from 32 to 30 since MIDANPIRG/15 (19 priority "A" and 11 priority "B" deficiencies). The lack of contingency agreements and the non-implementation of planned regional ATS Routes represents 80% of these deficiencies.
- In the CNS field; 5 Priority "A" deficiencies related to the AFTN circuit, NAV AIDs and ATS Direct Speech Circuits have been deleted. The total number of deficiencies in the CNS field has decreased from 10 to 5 since MIDANPIRG/15 (4 priority "A" and 1 priority "B" deficiencies). The lack of ATS Direct Speech Circuits represents 80% of these deficiencies.

- In the MET field; 1 Priority “A” deficiency related to the implementation of SADIS has been added. 2 Priority “A” deficiency related to the implementation of QMS for MET and provision of METAR and TAF have been deleted. The total number of deficiencies in the MET field has decreased from 10 to 9 priority “A” deficiencies since MIDANPIRG/15. The non-implementation of QMS for MET represents more than 75% of these deficiencies.
- In the SAR field; the total number is 12 priority “A” deficiencies related to the lack of SAR provisions and non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

3. ACTION BY THE MEETING

3.1 The meeting is invited to urge States, that have not yet done so, to:

- a) implement the provisions of the MIDANPIRG/15 Conclusion 15/35 and provide updates on the status of their deficiencies using MANDD;
- b) submit CAP for each deficiency;
- c) submit official Letter with the associated evidences when requesting to eliminate an air navigation deficiency; and
- d) establish and implement an effective mechanism for the review and elimination of deficiencies identified by MIDANPIRG.



Deficiencies approved by MIDANPIRG/16

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen	Total
AOP	0	2	1	1	2	0	1	1	0	0	0	1	3	0	1	13
AIM	0	1	1	7	3	0	5	6	4	0	1	3	9	0	8	48
ATM	0	2	3	5	1	1	1	2	1	1	1	1	4	2	3	28
SAR	0	0	0	2	0	1	1	2	0	2	0	0	2	0	2	12
CNS	0	0	0	2	0	0	0	0	1	0	0	0	1	0	1	5
MET	0	0	0	1	0	0	2	1	1	0	0	0	2	0	1	8
TOTAL	0	5	5	18	6	2	10	12	7	3	2	5	21	2	16	114

Deficiencies approved by MIDANPIRG/15

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen	Total
AOP	0	2	1	1	2	0	1	1	0	0	0	1	3	0	1	13
AIS/MAP	0	1	2	8	3	0	5	6	4	0	1	5	10	0	8	53
ATM	0	2	4	5	1	1	2	2	1	1	1	1	4	2	3	30
SAR	0	0	0	2	0	1	1	2	0	2	0	0	2	0	2	12
CNS	0	0	1	3	0	0	0	0	1	0	0	0	1	0	4	10
MET	0	0	2	1	0	0	0	1	1	0	0	0	3	0	1	9
TOTAL	0	5	10	20	6	2	9	12	7	3	2	7	23	2	19	127

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen	Total
MIDANPIRG/15 deficiencies	0	5	10	20	6	2	9	12	7	3	2	7	23	2	19	127
MIDANPIRG/16 deficiencies	0	5	5	18	6	2	10	12	7	3	2	5	21	2	16	114

