



*International Civil Aviation Organization*

**MIDANPIRG Communication, Navigation and Surveillance Sub-Group**

**Eighth Meeting (CNS SG/8)**  
*(Cairo, Egypt, 26 - 28 February 2018)*

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**Agenda Item 5: Review of Air Navigation Deficiencies in the CNS Field**

CNS DEFICIENCIES IN THE MID REGION

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the deficiencies in the CNS field for review, update and remedial actions.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MIDANPIRG/16 Report

**1. INTRODUCTION**

1.1 The Provisional Agenda for the Eighth meeting of the MIDANPIRG Communication, Navigation and Surveillance Sub-Group (CNS SG/8) has been prepared by the Secretariat in accordance with its TOR and Work Programme.

**2. DISCUSSION**

2.1 The meeting may recall that MIDANPIRG/16 re-iterated the MIDANPIRG/15 Conclusion 15/35:

*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 meeting may wish to recall that 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 Furthermore, MIDANPIRG/16 deleted Five (5) Priority “A” deficiencies related to the AFTN circuit, NAV AIDs and ATS Direct Speech Circuits. 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.

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

3.1 The meeting is invited to:

- a) review and update the list of deficiencies in the CNS field at **Appendix A**; and
- b) urge States to take necessary follow-up actions to implement MIDANPIRG/15 Conclusion 15/35, in particular submission of a specific Corrective Action Plan (CAP) for each deficiency.

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APPENDIX A

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	MID eANP VOL II Table CNS II-3	ATS Direct Speech Circuit Baghdad-Damascuc	ATS Direct speech circuit is required between Baghdad and Damascus.	Oct, 2008	In progress between Iraq and Syria. Iraq advised that they are ready to implement the circuit using VSAT, however the matter is pending in Syria.	O	Corrective Action Plan has not been formally provided by the State	Iraq- Syria	Dec, 2018	A
2	MID eANP VOL I Para. 2.6	Baghdad VOR and DME	VOR and DME not installed/operational	Jan, 2009	In progress.Iraq advised that all NAV AIDs will be installed according to the master plan.	O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec, 2018	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	MID eANP VOL II Table CNS II-3	Direct Speech Circuit Muscat-Sana`a	Direct Speech Circuit (LIM MID RAN) is required between Muscat and Sana`a	Oct, 1998	Under implementation. Oman Ready. Oman and Yemen are working to implement the circuit	O	Corrective Action Plan has not been formally provided by the State.	Oman- Yemen	Dec, 2018	B

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

**Deficiencies in the CNS Field**

**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 eANP VOL II Table CNS II-3	ATS Direct Speech Circuit Damascus-Baghdad	Direct Speech circuit is required between Damascus and Baghdad.	Oct, 2008	-	O	Corrective Action Plan has not been formally provided by the State	Syria- Iraq	Dec, 2018	A

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

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**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	MID eANP VOL II Table CNS II-3	ATS Direct speech Circuits Sana`a-Asmara, Sana`a-Djibouti, Sana`a-Mogadishu, Sana`a-Mumbai and Sana`a-Muscat.	ATS Direct speech circuits are required between Sana`a and Asmara, Djibouti, Mogadishu, Mumbai and Muscat.	Oct, 1998	-	O	Corrective Action Plan has not been formally provided by the State	Yemen- Eritrea- India- Oman- Somalia	Dec, 2018	A

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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

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

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

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

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

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

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

**Definition:**

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

- END -

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes