



International Civil Aviation Organization

MIDANPIRG Communication, Navigation and Surveillance Sub-Group

Twelfth Meeting (CNS SG/12)
(Amman, Jordan, 2-4 May 2023)

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

REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE CNS FIELD

(Presented by the Secretariat)

SUMMARY

This paper presents the Deficiencies in the CNS Field for review, update and feedback provision, as appropriate.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/19 Meeting Report (14-17 February 2022)

1. INTRODUCTION

1.1 The meeting may wish to note that MIDANPIRG/19 meeting (Riyadh, Saudi Arabia, 14 – 17 February 2022), reviewed and endorsed the list of deficiencies in the AIM, AOP, ATM, CNS, SAR and MET fields as reported by the relevant subsidiary bodies. Furthermore, the meeting noted that the total number of air navigation deficiencies recorded in MANDD, was 105 deficiencies compared to 107 deficiencies approved by MIDANPIRG/18.

1.2 The air navigation deficiencies are reflected in the MID Air Navigation Deficiency Database (MANDD) at: <http://www.icao.int/mid>.

1.3 The MIDANPIRG/19 meeting noted with concern that the majority of deficiencies listed in the MANDD have no specific Corrective Action Plan (CAP). Furthermore, the meeting urged States to implement the provision 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. DISCUSSION

2.1 In the CNS field: The total number of CNS deficiencies is four (4); two (2) priority “A” and two (2) priority “B”. Two (2) deficiencies are related to ATS Direct speech circuits, one (1) related to Inter-Regional Communication link with ICAO EUR/NAT Region and one (1) for HF service as at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review, update and approve the air navigation deficiencies at **Appendix A**; and
- b) urge States to:
 - i. implement the provisions of the MIDANPIRG/15 Conclusion 15/35 and provide updates on the status of their deficiencies using MANDD;
 - ii. submit CAP for each deficiency; and
 - iii. submit official Letter with the associated evidences when requesting to eliminate an air navigation deficiency.

APPENDIX A

Deficiencies in the CNS 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	MID eANP VOI II, Table CNS II-2	Inter-regional Communication link with ICAO EUR/NAT Region	The Inter-regional Communication Link between Kuwait COM Centre and one of the entry/exit points of the ICAO EUR/NAT Region is not implemented	Mar, 2019	-	O	-	Kuwait	Dec, 2021	B

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

“H”= Human Resources

“S”= State (Military/political)

“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 eANP VOL II, Table CNS II-3	ATS Direct Speech circuit Ankara - Beirut	ATS Direct Speech Circuit between Ankara and Beirut is not implemented	Mar, 2019	-	O	-	Lebanon and Turkey	Dec, 2021	B

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Deficiencies in the CNS Field

LIBYA

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-4	HF Service	HF Service in Tripoli is unserviceable	Mar, 2019	-	O	-	Libya	Dec, 2021	A

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

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“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
+	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 The required actions have been implemented.	⊖ Corrective Action Plan has not been formally provided by the State. with regards to the AFTN line the actions were as follows: 1. Agreed with Yemen to re-establish the link. 2. Agreed with Yemen on the equipment to be used as the comms interface. Cisco router was selected with data and voice interfaces. 3. Agreed on the configuration. 4. Started testing the link with test messages. 5. Introduced operational test messages. 6. Exchanged operational AFTN messages in June 2021 between the two centers. The actions needed to restore the ATS voice circuit	Oman-Yemen	Dec, 2021 Mar, 2022	B

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

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						<p>1. The router configuration and confirmation with Telecom providers in Oman and Yemen agreed.</p> <p>2. Router configuration updated.</p> <p>3. Test calls completed successfully.</p> <p>4. Two voice circuits are introduced through the link.</p> <p>— a. One line directly connected between the two ACCs for operational use.</p> <p>— b. The other one is connected between the two technical rooms for engineering coordination between the two sides.</p> <p>5. The lines are put into operation in March 2022.</p>			
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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	<p>ATS Direct speech Circuits Sana`a-Asmara, Sana`a-Djibouti, Sana`a-Mogadishu, Sana`a-Mumbai and Sana`a-Muscat.</p> <p>ATS Direct speech Circuits Sana`a-Asmara, Sana`a-Djibouti, Sana`a-Mogadishu and Sana`a-Mumbai</p>	<p>ATS Direct speech circuits are not implemented between Sana`a-Mumbai and Sana`a-Muscat.</p> <p>ATS Direct speech circuits are not implemented between Sana`a-Mumbai a</p>	Oct, 1998	-	O	Corrective Action Plan has not been formally provided by the State	<p>Yemen, India and Oman</p> <p>Yemen and India</p>	Dec, 2021	A

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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-

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