

AOP SG/2
Appendix 3A to the Report on Agenda Item 3

UPDATED AIR NAVIGATION SHORTCOMINGS/DEFICIENCIES IN THE AOP FIELD IN THE MID REGION

Identification		Shortcomings/Deficiencies				Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Status *	Remarks	Description	Executing body	Target Date	Priority
MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	Afghanistan Kabul Intl. Airport	No VASIs on RWY 11/29	July 2000	S		PAPIs to be installed on RWYs 11 and 29	DGCA	Mid 2001	A
AOP SG/2	Egypt Aswan Sharm El Sheikh Intl	Runway markings and Threshold markings need refurbishing RWY 04 surface rough TWY and Apron lighting inadequate	July 2000 July 2000	D D		Markings need to be redone RWY 04 surface to be attended to. Lighting needs attention	CAA CAA	End 2001 End 2001	A B
AOP SG/2	Iran Airport Airport Airport	Precision approach lighting of RWY29L has decreased to 600m due to highway interfere Precision approach terrain chart of RWY29L must be renewed/revised Aerodrome Obstacle chart type A must be provided	July 2001 July 2001 July 2001	D D S	Required VIS for ILS APP has increased to 1200m	Lighting needs to reinstall on elevated PIER Chart needs to be renewed/ revised Chart must be examined and provided	CAO CAO CAO	Mid 2002 Mid 2002 End 2002	A A A
AOP SG/2	Israel Ovda	No approach lighting on RWY 02R/20L. Threshold markings/lighting do not conform to ICAO SARPs.	July 2000	S D		App. Lighting to be done as soon as possible. To be rectified if possible	IDF IDF	Mid 2003 Mid 2003	A A

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ASIA/PAC/3 RAN Rec. 4/4 Aerodrome Emergency Planning	Lebanon Beirut Intl. Airport	Full scale exercise not executed yet.	Oct. 2000	D	No schedule given	A full scale emergency exercise should be planned and carried out soon. The State may take ICAO assistance, if required for updating the Emergency Plan and to plan and conduct the full scale exercise.	DGCA	Mid 2001	A
MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	Sudan Khartoum	RWY 18/36 rough. Inadequate approach lights.	July 2000	D S		Runway surface to be redone. App. Lights need attention.	DGCA	End 2001	B
MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	Syria Damascus	RWY surface rough and damaged.	July 2000	D		RWY to be resurfaced.	DGCA	End 2001	B

Due to prevailing situation, little or no information is available regarding the provision of aeronautical MET services to civil aviation.

S = Shortcoming D = Deficiency.

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

A = **Top priority** requirements **necessary** for aviation **safety**.

B = **Intermediate** requirements **necessary** for aviation **regularity**.
