

MIDANPIRG COM/MET SG/4
Appendix 4A to the Report on Agenda Item 4

SHORTCOMINGS/DEFICIENCIES IN THE CNS FIELD

(Ref. Air Navigation Plan - Middle East Region)

PART III - COMMUNICATIONS (COM). Doc 9708

Identification		Shortcomings/deficiencies				Corrective action required			
Requirements	States/facilities	Description	Date first Reported	Status *	Remarks	Description	Executing body	Expected date of Complete	Priority for action**
AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19).	Jordan-Lebanon Amman-Beirut AFTN Circuit	The circuit is not yet implemented	07/10/1998	S	Lebanon is ready to implement the circuit		Jordan-Lebanon		A
	Israel - Jordan Ben Gurion - Amman AFTN Circuit	The circuit is not yet implemented	07/10/1998	S	Jordan has planned to implement the circuit in the foreseen future.				B
	Iraq - Lebanon Baghdad - Beirut AFTN Circuit	The circuit is not yet implemented	07/10/1998	S	Iraq and Lebanon have initiated talks for implementation. Lebanon is ready to implement the circuit		Iraq - Lebanon		B

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Requirements	States/facilities	Description	Date first Reported	Status *	Remarks	Description	Executing body	Expected date of Complete	Priority for action**
AFTN Main Circuits (LIM MID RAN Rec10/5)	Afghanistan-Bahrain Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	07/10/1998	S	Bahrain is ready to implement the circuit	Follow-up the matter with IATA concerning Afghanistan			B
	Afghanistan-Iran Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	07/10/1998	S	VSAT network to be implemented				B
	Egypt Jordan Amman Cairo AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999	D	Egypt is ready to up-grade the circuit to 100 bauds or higher if traffic justifies	Egypt will co-ordinate with Jordan for up-grading	Egypt Jordan		A
	Bahrain Saudi Arabia Bahrain Jeddah AFTN Circuit	The circuit is implemented on 200 bauds	19/10/1999	D	The circuit is working satisfactorily	Will be up-graded to CIDIN		Fourth Quarter 2001	A
	Bahrain Kuwait Bahrain Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	D		Planned to be up-graded to 300 bauds	Bahrain Kuwait	TBD	A

4A-3

Identification		Shortcomings/deficiencies				Corrective action required			
Requirements	States/facilities	Description	Date first Reported	Status *	Remarks	Description	Executing body	Expected date of Complete	Priority for action**
	Bahrain Singapore Bahrain Singapore AFTN Circuit	The circuit is implemented on 200 bauds	19/10/1999	D	Operating satisfactorily on 200 bauds	Planned to be up-graded to medium speed circuit (1200-2400)	Bahrain Singapore	TBD	B
	Lebanon Saudi Arabia Beirut Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	D	The circuit is operating satisfactorily on 200 bauds.	Planned to be up-graded to 300 bauds	Lebanon Saudi Arabia	Second Quarter 2001	A
	Lebanon Kuwait Beirut Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	D		Planned to be up-graded to 300 bauds			A
	Egypt Saudi Arabia Cairo Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	D	Egypt is ready to up-grade the circuit to 100 bauds	Planned to be up-graded to CIDIN	Egypt Saudi Arabia	Second Quarter 2002	A
	Egypt Kenya Cairo Nairobi AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999	D		Egypt and Kenya agreed to upgrade the circuit to 1200 bps	Egypt Kenya	Fourth Quarter 2001	A

Identification		Shortcomings/deficiencies				Corrective action required			
Requirements	States/facilities	Description	Date first Reported	Status *	Remarks	Description	Executing body	Expected date of Complete	Priority for action**
	Egypt Tunisia Cairo Tunis AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	D		Planned to be up-graded to 1200 bauds	Egypt - Tunisia	Upon Tunis readiness	A
	Saudi Arabia Ethiopia Jeddah Addis Ababa	The circuit is implemented on 50 bauds	19/10/1999	D	The circuit is not working satisfactorily. Saudi Arabia is ready to up-grade the circuit to higher speed.	ICAO MID Regional Office is following-up the matter with ICAO Nairobi Office			A
	Kuwait Pakistan Kuwait Karachi AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999	D	Kuwait is ready to up-grade the circuit to 100 bauds. No traffic justification for 300 bauds		Kuwait Pakistan		A
	Iran Kuwait Kuwait Tehran AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	D	No traffic justification for 300 bauds				A

4A-5

Identification		Shortcomings/deficiencies				Corrective action required			
Requirements	States/facilities	Description	Date first Reported	Status *	Remarks	Description	Executing body	Expected date of Complete	Priority for action**
ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Yemen Ethiopia- Eritrea India Djibouti Saudi Arabia Somalia Oman	All ATS Speech Circuits connecting following adjacent centres provided by Yemen use speed dial: Addis-Ababa Asmara Mumbai Djibouti Jeddah Mogadishu Muscat	07/10/1998	D	Sometimes, Communications facilities do not permit communications to be established within 15 seconds	Yemen will be urged to implement Direct Speech Circuits with adjacent centres using dedicated lines ICAO MID Regional Office is following up the matter with ICAO Nairobi Office concerning the African States. Saudi Arabia and Oman are ready to implement a dedicated circuit with			A

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AFTN usage (LIM MID RAN Rec 6/2)	Saudi Arabia Eritrea Sudan	The ATS Speech Circuit connecting the following adjacent centres to Jeddah use speed dial: Asmara Khartoum	19/10/1999	D	Jeddah Khartoum on speed dial Khartoum Jeddah on HF	ICAO MID Regional Office is following-up the matter with ICAO Nairobi Office. Saudi Arabia is ready to implement the dedicated circuits with Asmara and Khartoum			A
	States concerned	Recording of statistics in appropriate form, exchange of the circuit loading data with corresponding stations, evaluate circuit loading and take remedial action when occupancy level exceeds permissible levels	22/05/1995	D	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office. Copy of Table to be filled is attached to Appendix 3B to the report on Agenda Item 3		States concerned		B

4A-7

S = shortcoming D = deficiency

** Priority for action to remedy the shortcoming is based on the following safety assessments:

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.

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.

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.

Definitions:

a) Shortcomings

a situation where a facility is not installed or a service is not provided in accordance with a regional air navigation plan is considered to be a shortcoming

b) Deficiencies

a situation where an existing facility or service is partially unserviceable, incomplete or not operated in accordance with ICAO specifications and procedures is considered to be a deficiency.
