INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT OF THE MIDANPIRG AIR NAVIGATION SAFETY SUB-GROUP

ANS SG/1

(Cairo, Egypt, 21 - 23 June 2010)

The views expressed in this Report should be taken as those of the MIDANPIRG Steering Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report

Approved by the Meeting
and published by authority of the Secretary General

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PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The First Meeting of the MIDANPIRG Air Navigation Safety Sub-Group (ANS SG) was held at the ICAO Middle East Office, Cairo, Egypt, from 21 to 23 June 2010.

2. OPENING

2.1 The meeting was opened by Mr. Mohamed Khonji, Regional Director ICAO Middle East Office, who extended a warm welcome to all participants to the ANS SG/1 meeting and wished them a successful meeting. In his welcome address, Mr. Khonji recalled briefly the main duties and responsibilities of the ANS Sub-Group and gave a brief overview of the agenda of the meeting. He highlighted the main objective of the meeting to follow-up the MID regional safety issues for appropriate actions. He focused on the need to agree on new strategies for alleviating air navigation deficiencies and managing safety and complementing the traditional prescriptive-based methodology with a proactive, performance-based approach better equipped to enhance MID States' safety oversight capabilities with a view to reduce accident rates from their present levels in the MID Region. Mr Khonji introduced the newly elected ANS SG Chairperson, urged the participants to work as air navigation safety experts in the interest of the Region and wished the meeting fruitful deliberations.

3. ATTENDANCE

3.1 The meeting was attended by a total of twenty eight (28) participants from eight (8) MID Region States (Bahrain, Egypt, Iraq, Iran, Jordan, Oman, Saudi Arabia and United Arab Emirates). The list of participants is at **Attachment A** to the report**.**

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Mohamed Abdullah Zainal, Head of Standards, Licensing and Development Civil Aviation Affairs, Kingdom of Bahrain.

4.2 Mrs. Nawal. Abdel Hady, Regional Officer, AGA, Mr. Mohamed Smaoui, Regional Officer, ANS/AIM and Captain Peter Budd, Regional Officer OPS/FLS were the Secretaries of the Meeting, assisted by:

Mr. R.A Gulam	Regional Officer, (CNS)
Mr. S. Al-Adhoobi	Regional Officer, (ATM/SAR)
Mrs. Sonia El Sakka	Information Technology Expert

5. LANGUAGE

5.1 The discussions were conducted in English. Documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Revised Provisional Agenda and Election of the Chairperson

Agenda Item 2: Follow-up on MIDANPIRG/11 Conclusions and Decisions addressing Air Navigation Safety

Agenda Item 3: Follow-up on measures taken to alleviate Air Navigation Deficiencies

Agenda Item 4: Implementation of Safety Management System in the MID Region

Agenda Item 5: Establishment of State's Safety Oversight System and MID RSOO

Agenda Item 6: Improving Aviation Safety

Agenda item 7: Future Work Programme

Agenda item 8: Any other Business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and

b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 1/1: *ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION*

CONCLUSION 1/2: *ESTABLISHMENT OF A MID REGIONAL SAFETY OVERSIGHT ORGANIZATION (RSOO)*

DRAFT CONCLUSION 1/3: *ENHANCEMENT OF MID STATES' CAPABILITIES TO ADDRESS RUNWAY SAFETY*

DRAFT CONCLUSION 1/4:	*USE OF THE ENGLISH LANGUAGE AND STANDARD ICAO PHRASEOLOGY*
DRAFT CONCLUSION 1/5:	*SURVEY ON THE STATUS OF IMPLEMENTATION OF ENGLISH LANGUAGE PROFICIENCY (ELP) IN THE MID REGION*
DRAFT DECISION 1/6:	*DISSOLUTION OF THE AIR NAVIGATION SAFETY SUB-GROUP*

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE REVISED PROVISIONAL AGENDA AND ELECTION OF THE CHAIRPERSON

1.1 The meeting reviewed and adopted the Provisional Agenda as at Para 6 of the History of the Meeting.

1.2 The meeting recalled that Mr. Mohamed El-Kady from Egypt, who chaired the ANS WG/2 meeting, is no longer eligible to continue as Chairperson since he left the Egyptian Civil Aviation for another appointment. Accordingly, Mr. Mohamed Zainal, Head of Standards, Licensing and Developments, from Bahrain Civil Aviation Affairs, was unanimously elected as the Chairperson of the Air Navigation Safety Sub-Group (ANS SG).

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG CONCLUSIONS AND DECISIONS ADDRESSING AIR NAVIGATION SAFETY

2.1 The meeting noted the status of relevant MIDANPIRG/11 Conclusions and Decisions related to air navigation safety and the follow up actions taken by the Secretariat, States and other parties concerned as at **Appendix 2A** to the Report on Agenda Item 2. The meeting agreed also to review the Conclusions and Decisions, which are still current, under the associated Agenda Items with a view to propose to MIDANPIRG/12 appropriate follow-up action.

ANS SG/1
Appendix 2A to the Report on Agenda Item 2

FOLLOW-UP ACTION PLAN ON MIDANPIRG/11 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/1: FOLLOW UP ON MIDANPIRG CONCLUSIONS AND DECISIONS That, a) States send their updates related to the MIDANPIRG follow up action plan to the ICAO MID Regional Office on regular basis (at least once every six months); b) the MIDANPIRG subsidiary bodies review the appropriate actions/tasks of the MIDANPIRG follow up action plan and undertake necessary updates based on the feedback from States; and c) ICAO MID Regional Office post the MIDANPIRG follow up action plan on the ICAO MID website and ensure that it is maintained up-to-date.	Implement Conclusion	States Subsidiary Bodies ICAO	Updated Action Plan Updated Action Plan Updated follow up Action Plan posted on web	Every six months Every six months Every six months	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/7: ACTION PLAN FOR THE ESTABLISHMENT OF STATE'S SAFETY PROGRAMME AND ACCEPTABLE LEVEL(S) OF SAFETY TO BE ACHIEVED					
That, MID States provide the MID Regional Office with the following information, not later than, 30 June 2009:	Implementation of the Conclusion				
a) status of implementation of ICAO requirements in accordance with Annex 14 Volume I, para. 1.5 relevant to establishment of State Safety Programme (SSP), if not yet done so, prepares a detailed action plan to fulfil relevant ICAO requirements;		MID Office	State Letter	20 Mar. 2009	Actioned
b) advise if ICAO assistance is required; and		States	Action Plan	30 Jun. 2009	Ongoing
c) the AOP Sub-Group to review information collected on the status of establishment of State Safety Programme for aerodrome operations for further course of actions.		AOP SG	AOP SG/7 Report	March 2010	reiterated
CONC. 11/8: REPORTING OF AIRCRAFT ACCIDENTS AND INCIDENTS AT AERODROMES					
That, MID States, who have not yet done so, are urged to revise their existing national regulations and ensure compliance with Annex 13 provisions on Reporting of aircraft accidents and incidents at aerodromes.	Implementation of the Conclusion	States	States ensure compliance with ICAO requirement on reporting aircraft Acc. & inc.		Actioned
		AOP SG	AOP SG/7 Report	March 2010	reiterated

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/9: ACTION PLAN FOR THE IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEM ACCEPTABLE TO THE STATE AT EACH CERTIFIED AERODROME					
That, MID States provide the MID Regional Office with the following information, not later than, 30 June 2009:	Implementation of the Conclusion	MID Office	State Letter	20 Mar. 2009	Actioned
		States	Action Plan	30 Jun. 2009	Ongoing
a) status of implementation of ICAO requirements in accordance with para. 1.5 of Annex 14 Volume I, relevant to the implementation of Safety Management System at certified Aerodromes and, if not yet done so, prepare a detailed action plan for each International Aerodrome, to fulfil relevant ICAO requirements;		AOP SG	AOP SG/7 Report	March 2010	reiterated
b) advise if ICAO assistance is required; and					
c) the AOP Sub-Group to review information collected on the status of implementation of safety management system at aerodromes for further course of actions.					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/36: ICAO LANGUAGE PROFICIENCY That, with a view to expedite the process of implementation of the ICAO Language Proficiency requirements, States are urged to: a) ensure that all stakeholders (pilots, controllers, language teachers, regulator,s etc.) are familiar with the ICAO language proficiency requirements; b) adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) into national legislation; c) establish a plan to coordinate administrative and training matters (testing, number of personnel to be trained, training centres, duration of training, etc.); d) develop/select test(s) to meet ICAO language proficiency requirements; e) assess current language proficiency level of controllers and pilots, according to the ICAO rating scale; f) develop language training packages designed to reduce the gap between current language proficiency level and ICAO Level 4; g) develop language training package to maintain language proficiency and a schedule of language refresher training; h) review recruitment and selection procedures and consider a minimum of at least ICAO level 3 in language proficiency before entry to professional training programmes; and i) present reports to ICAO on progress achieved in preparing for implementation of ICAO language proficiency requirements, on regular basis.	Implement Conclusion	States	Compliance with ICAO provisions	Ongoing	Ongoing (Proposed to be replaced by Draft Conc. 1/4 and 1/5)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/37: USE OF THE ENGLISH LANGUAGE STANDARD ICAO PHRASEOLOGY					
That,	Implement Conclusion	States	Compliance with ICAO provisions	Ongoing	Ongoing
a) States are urged to ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and	Implement Conclusion	States	Use of common language/s in ATS provision	Ongoing	(Proposed to be replaced by Draft Conc. 1/4 and 1/5)
b) in order to improve situational awareness and prevent the occurrence of ATS incidents and accidents, States are invited to implement measures that require or encourage air traffic controllers and pilots to:					
i) use as much as possible the English language in aeronautical communication; and					
ii) use only the English language in aeronautical communication, in all situations where at least one of the pilots in the environment (sector) does not speak the national language.					

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/38: ATS SAFETY MANAGEMENT That, MID States that have not yet done so: a) are urged to establish safety programmes and ensure the implementation of safety management systems by their ATS service providers in accordance with the provisions of Annex 11; b) are urged to adjust their laws, regulations and policies, as necessary, regarding, safety management systems, collection and protection of safety information, and improving accident prevention to comply with relevant provisions contained at Chapter of Annexes 11, Chapter 8 of Annex 13 to Chicago Convention; c) designate focal points to whom operators may send incident reports for investigation and resolution, and from whom they may request pertinent information; d) share safety information including information on ATS incidents and accidents; and e) take advantage of the safety management guidance material and training offered by ICAO.	Follow-up implementation of the Conclusion	MID Office, States	State Letter Feed back from States Focal points	May 2009 Nov. 2009 ATM/SAR/AIS SG/11 Jul. 2009	Ongoing (proposed to be replaced by ATM/SAR/AIS SG/11 Draft Conc. 11/ 7)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/86: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION That, a) States review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office; b) States and Users Organizations use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update and elimination of air navigation deficiencies; c) States increase their efforts to overcome the delay in mitigating air navigation deficiencies identified by MIDANPIRG and explore ways and means to eliminate deficiencies; d) ICAO continue to provide assistance to States for the purpose of rectifying deficiencies; and when required, States request ICAO assistance through Technical Co-operation Programme, Special Implementation Projects (SIP) and/or other available mechanisms such as IFFAS; and e) States are encouraged to seek support from regional and international organizations (i.e: ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.	Implementation of the Conclusion	States Users States ICAO States	Action plans for elimination of deficiencies Feedback from Users and States received through MANDD Action plans for elimination of deficiencies Assistance provided to States, as requested and as appropriate Action plans for elimination of deficiencies	May 2009 Ongoing Ongoing Ongoing Ongoing	Ongoing - SL AN2/2 – 10/024 of 21 Jan. 2010 (Proposed to be replaced by Draft Conc. 1/1)

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/87: ENHANCEMENT OF MID STATES' CAPABILITIES FOR SAFETY OVERSIGHT That, in order to improve aviation safety in the MID Region; MID States are urged to: a) enhance their individual safety oversight capabilities and ensure the establishment and management of a sustainable safety oversight system, and b) cooperate bilaterally and/or jointly as a group of States to make the appropriate arrangements in order to strengthen their safety oversight capabilities.	Implementation of the Conclusion	States ANS SG	Feedback from States ANS SG/1 Report	2010	Ongoing (Proposed to be replaced by Draft Conc. 1/2)

REPORT ON AGENDA ITEM 3: FOLLOW-UP ON MEASURES TAKEN TO ALLEVIATE AIR NAVIGATION DEFICIENCIES

3.1 The meeting recalled that MIDANPIRG/10 and MIDANPIRG/11 noted with concern that many longstanding deficiencies continue to persist for a number of years and urged States to take necessary action for the elimination of these deficiencies especially those with priority "U". The meeting recalled that the MSG/1 meeting was of view that MID States that are Members of Gulf Cooperation Council (GCC), and those that are Members of the Arab Civil Aviation Commission (ACAC) were encouraged to seek assistance from these Organizations to eliminate deficiencies.

3.2 The meeting recalled that, in an effort to enhance the process of identification, assessment, reporting, and elimination of deficiencies, the ICAO MID Regional Office developed the MID Air Navigation Deficiencies Database (MANDD), which is available on the ICAO MID Regional Office website, with a view to allow authorized users to propose online updates to their deficiencies. The meeting noted with appreciation that the ICAO MID Regional Office further improved the MANDD, as requested by MIDANPIRG in order to offer advanced capabilities, including the searching features. However, it was noted with concern that the majority of States are not using MANDD for the update of their list of air navigation deficiencies. The meeting received with appreciation a live demo on the use of MANDD, focussing on the online requests for update of the list of deficiencies by States.

3.3 The meeting recalled that MIDANPIRG/11 developed Conclusion 11/86 related to the elimination of air navigation deficiencies. It was noted that as a follow-up action to MIDANPIRG/11 Conclusion 11/86, the ICAO MID Regional Office sent State Letter Ref.: AN2/2 – 10/024 dated 21 January 2010 to all States requesting them to review their list of air navigation deficiencies, define their root causes and forward to the ICAO MID Regional Office an action plan for rectification of the outstanding deficiencies, not later than 1March 2010. States were also strongly encouraged to use the online facility offered by the MANDD for submitting online requests for addition, update, and elimination of air navigation deficiencies. Noting the low level of replies to the above-mentioned State Letter, the Second Meeting of the MIDANPIRG Steering Group (MSG/2) held in Amman, Jordan, 9-11 March 2010, urged States to use MANDD for the update of their lists of air navigation deficiencies, prior to 30 April 2010, in order to allow the ANS SG/1 Meeting to carry out necessary analysis and take appropriate follow up action on MIDANPIRG/ 11 Conclusion 11/86.

3.4 The meeting reviewed and updated the list of deficiencies in the AOP, AIS/MAP, ATM/SAR, CNS and MET fields as at **Appendices 3A, 3B, 3C, 3D** and **3E** respectively. The meeting recognized the importance of the harmonization of the air navigation deficiency prioritization. In this regard, the meeting agreed that the deficiency related to the non implementation of Safety Management System (SMS) for the Air Traffic Services (ATS) should be changed from priority "A" to priority "U". The meeting noted with concern, that in many cases, two (2) or three (3) rationale for the non-elimination of deficiencies are reflected in the MANDD (i.e.: F, H and O or F, H and S), which does not provide an accurate result, when carrying out an analysis related to the root-causes for non-elimination of deficiencies. Accordingly, the meeting agreed that, to the extent possible, it is preferable to reflect in the MANDD only the major factor/rationale for the non-elimination of the concerned deficiency.

3.5 In connection with the above, an analysis of MID States' air navigation deficiencies has been carried out based on the results shown in the tables and graphs presented at **Appendices 3F to 3J** to the Report on Agenda Item 3:

- The current total number of air navigation deficiencies recorded in MANDD is 187 deficiencies compared to 213 deficiencies approved by MIDANPIRG/11, which means that the number of deficiencies was reduced by 12.2%.

- The total number of deficiencies varies between 4 and 35 deficiencies per State as shown in **Appendix 3G** to the Report on Agenda Item 3**.**

- The distribution of these deficiencies between the different fields is as follows: AOP 27%, AIS/MAP 28%, ATM/SAR 30%, CNS 13%, and MET 2%.

- The priority for the elimination of air navigation deficiencies as well as their distribution by air navigation field is shown at **Appendix 3I t**o the Report on Agenda Item 3: 31% "U", 46% "A", and 23% "B":

  - ***AIS/MAP***: 39% "U", 46% "A" , 15% "B"
  - ***AOP***: 68% "U", 32% "A"
  - ***ATM/SAR***: 16% "U", 51% "A", 33% "B"
  - ***CNS***: 29% "U", 46% "A", 25% "B"
  - ***MET***: 100% "A"

- The rationale for the non-elimination of deficiencies in the different air navigation fields is shown at **Appendix 3H** to the Report on Agenda Item 3: 20% "F", 32% "H", 20% "S", and 28% "O". Their distribution by air navigation field is shown at **Appendix 3J** to the Report on Agenda Item 3:

  - ***AIS/MAP***: 25% "F", 37% "H", 6% "S", 32% "O"
  - ***AOP***: 30% "F", 35% "H", 16% "S", 19% "O"
  - ***ATM/SAR***: 1% "F", 28% "H", 53% "S", 18% "O"
  - ***CNS***: 7% "F", 10% "H", 17% "S", 66% "O"
  - ***MET***: 33% "F", 34% "H", 0% "S", 33% "O"

3.6 While reviewing the list of deficiencies, the Sub-Group noted in particular, that six (6) deficiencies in the AOP field were eliminated; the remaining deficiencies were mainly related to the non-implementation of SMS and Aerodrome certification. Seven (7) deficiencies in the AIS/MAP field were eliminated; the lack of implementation of a Quality Management System followed by the non-production of aeronautical charts and lack of AIS automation represent more than 70% of reported deficiencies. In the ATM/SAR field, although some progress has been achieved, twelve (12) deficiencies were eliminated, significant work is still required to eliminate the remaining deficiencies, which are related mainly to the lack of the SAR agreements, development of contingency plans, and SMS for ATS. In the CNS field, the meeting noted that eight (8) deficiencies were eliminated. This is due mainly to the implementation of upgraded links and installation of software for calculation of loading statistics. The meeting noted that the

identification of deficiencies in the MET field improved. In this regard, it was noted that four (4) new deficiencies have been identified while two (2) deficiencies have been removed. The majority of deficiencies three (3) are related to the provision of 24 H Aerodrome Forecast (TAF) and the remaining one is related to the lack of dissemination of OPMET information.

3.7 The meeting underlined that the lack of sufficient number of qualified technical staff ("H": Human resources) is a significant factor for the non-elimination of deficiencies, especially those with priority "U" and "A". In this regard, the meeting noted that the distribution of the rationale for non-elimination of the priority "U" and "A" deficiencies is as follows: 18% "F", 29% "H", 13% "S", and 40% "O" as sown at **Appendix 3H** to the Report on Agenda Item 3. Accordingly, the meeting agreed that efforts should be made to further improve the competencies and professionalism of aviation personnel and to ensure that the training of aviation professionals is enhanced to meet the demand of new procedures and increasingly complex technologies and that this will lead to the overall enhancement of air navigation safety.

3.8 The meeting recognized that the identification and reporting of Air Navigation Deficiencies by User Organizations contributes significantly to the enhancement of air navigation safety in the MID Region. Accordingly, the meeting urged User Organizations (IATA and IFALPA) to use the online facility offered by MANDD to submit requests for additions, updates, and the elimination of Air Navigation Deficiencies.

3.9 Based on the above, the meeting recognized the need for MID States to accord high priority to the elimination of their air navigation deficiencies, especially those with priority "U" and agreed to the following Draft Conclusion which is proposed to replace and supersede MIDANPIR/11Conclusion 11/86:

DRAFT CONCLUSION 1/1: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION

That, MID States be urged to:

a) review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office prior to 15 December 2010;

b) use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies;

c) accord high priority to eliminate all air navigation deficiencies with emphasis on those with priority "U"; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, who are provided with appropriate initial, on-the-job and recurrent training; and

d) seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies.

Deficiencies in the AIS/MAP Field

BAHRAIN

No Deficiencies Reported

[1] Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

EGYPT

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~~	~~Annex 15: Para. 8.1~~	~~-~~	~~AIS Aerodrome Units not established at St. Catherine and Taba Int`l Airports~~	~~May, 2009~~	~~-~~	~~O~~	~~Need to provide a pre-flight information service at all aerodromes used for international air operations.~~	~~Egypt~~	~~Dec, 2009~~	~~B~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

IRAN

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	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 1995	Coordination with neighboring States required	~~F~~ ~~H~~ ~~S~~ O	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iran+neighboring states	Dec, 2009	B
2	ANNEX 4: Para. 3.2	-	Non-production of Aerodrome Obstacle Chart-ICAO Type A	May, 1995	ICAO to follow up with State	~~F~~ ~~O~~ O	Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int`l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)	Iran	Dec, 2009	A
3	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Dec, 2007	-	~~F~~ ~~H~~ O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Iran	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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	ANNEX 15: Para 6.	-	Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	F H O	Need to fully comply with the AIRAC procedure	Iraq	Jan, 2010	U
2	ANNEX 4: Para. 16.2	-	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Iraq	Dec, 2010	B
3	ANNEX 4: Para. 7.2	-	Non-production of the Enroute Chart-ICAO	May, 1995	-	F H O	Need to produce the Enroute Chart-ICAO	Iraq	Dec, 2010	A
4	ANNEX 4: Para. 13.2	-	Non-production of Aerodrome/ Heliport Chart - ICAO	May, 1995	-	F H O	Need to produce Aerodrome/ Heliport Chart - ICAO for all Int`l Aerodromes	Iraq	Dec, 2010	A
5	ANNEX 15: Para 4.1.1	-	Newly Restructured AIP	Jun, 1996	An incomplete electronic version of the AIP is available on the web	F H O	Need to produce and issue the new restructured AIP	Iraq	Dec, 2010	U
6	ANNEX 15: Para 3.7.1	-	Implementation of WGS-84	Dec, 1997	-	F H O	Need to implement WGS-84	Iraq	Dec, 2010	U
7	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Iraq	Dec, 2011	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
8	ANNEX 15: Para 4.2.9 & 4.3.7	-	Lack of regular and effective updating of the AIP	Jan, 2003	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Iraq	Dec, 2010	U
9	ANNEX 15: Para. 5.2.8.3	-	Non-production of the monthly printed plain language summary of NOTAM	Jan, 2003	-	H O	Need to produce the monthly printed plain language summary of NOTAM	Iraq	Dec, 2008	A
10	ANNEX 4: Para. 11.2	-	Non-production of Instrument Approach Chart-ICAO	Jan, 2003	-	F H O	Need to produce Instrument Approach Chart-ICAO for all Int`l Aerodromes	Iraq	Dec, 2008	A
11	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Iraq	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

ISRAEL

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	ANNEX 15: Para 6	-	Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	H O	Need for implementation of AIRAC requirements	Israel	Dec, 2007	U
2	ANNEX 4: Para. 7.2	-	Non-production of the Enroute Chart-ICAO	May, 1995	-	S O	Need to produce the Enroute Chart-ICAO	Israel	Dec, 2007	A
3	ANNEX 15: Para 3.7.1	-	Implementation of WGS-84	Dec, 1997	-	H O	Need to implement WGS-84	Israel	Dec, 2007	U
4	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Israel	Dec, 2007	U
5	ANNEX 15: Para. 5.2.8.3	-	Non-production of the monthly printed plain language summary of NOTAM	Jan, 2003	-	H	Need to produce the monthly printed plain language summary of NOTAM	Israel	Dec, 2007	A
6	ANNEX 15 Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	H O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Israel	Dec, 2007	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

JORDAN

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~~	~~ANNEX 15: Para. 3.2~~	~~-~~	~~Implementation of a Quality System~~	~~Jan, 2003~~	~~-~~	~~F H~~	~~Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.~~	~~Jordan~~	~~Dec, 2009~~	~~U~~
~~2~~	~~ANNEX 15: Para. 6~~	~~-~~	~~Lack of implementation of AIRAC System~~	~~Mar, 2004~~	~~ICAO to follow up with State~~	~~H O~~	~~Need to fully comply with the AIRAC procedure~~	~~Jordan~~	~~Dec, 2009~~	~~U~~
~~3~~	~~Doc 8126: Para. 3.2.2 & 3.3~~	~~-~~	~~Lack of adequate resources and efficient working arrangements~~	~~Jul, 2005~~	~~-~~	~~F H~~	~~Need to provide AIS (including AIS Briefing Offices) with adequate resources and efficient working arrangements~~	~~Jordan~~	~~Mar, 2009~~	~~A~~
4	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	Feb, 2008	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Jordan	Dec, 2009	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	Work in progress	H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Kuwait	~~Dec, 2009~~ Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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	ANNEX 4 Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Difference published in the AIP. There`s no plan to produce the required sheets of the WAC 1:1000 000	Lebanon	Dec, 2015	B
2	ANNEX 15:Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Lebanon	Dec, 2010	U
3	ANNEX 15:Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Lebanon	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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	ANNEX 15:Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	~~H O~~ O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Oman	Dec, 2012	U
~~2~~	~~ANNEX 15: Para. 8.1~~	~~-~~	~~Non provision of pre-flight information service at international airports~~	~~Jul, 2005~~	~~-~~	~~F H~~	~~Need to provide a pre-flight information service at all aerodromes used for international air operations.~~	~~Oman~~	~~Jun, 2010~~	~~A~~
3	~~Doc 8126: Para. 3.2.2 & 3.3~~ ANNEX 15: Para. 8.1 Doc 8126: Para. 3.2.2 & 3.3	-	~~Lack of adequate resources and efficient working arrangements~~ Lack of adequate resources and efficient working arrangements at Salalah AIS Briefing Office	Jul, 2005	-	~~F H~~ O	~~Need to provide AIS (including AIS Briefing Offices) with adequate resources and efficient working arrangements~~ Need to provide the AIS Briefing Office at Slalah airport with adequate resources and efficient working arrangements for the provision of required pre-flight information service.	Oman	Jun, 2010	A
4	~~ANNEX 15: Para. 3.6.5~~ ANNEX 15: Para. 3.6.5and 8.2	-	Lack of AIS automation	Jul, 2005	-	~~F H~~ O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Oman	~~Jun, 2010~~ Dec, 2011	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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**
5	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	Feb, 2008	-	~~F~~ ~~H~~ ~~S~~ O	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Oman	Dec, 2010	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

QATAR

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~~	~~ANNEX 4: Para. 13.2~~	~~-~~	~~Non-production of Aerodrome/Heliport Chart - ICAO~~	~~May, 1995~~	~~-~~	~~H O~~	~~Need to produce Aerodrome/Heliport Chart - ICAO for all Int`l Aerodromes~~	~~Qatar~~	~~Dec, 2008~~	~~A~~
2	ANNEX 15:Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	H O	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Qatar	Dec, 2009	U
~~3~~	~~ANNEX 15:Para. 3.7.2.4~~	~~-~~	~~Implementation of geoid undulation referenced to the WGS-84 ellipsoid.~~	~~Jan, 2003~~	~~ICAO to follow up with State to determine what action is needed to achieve implementation.~~	~~H~~	~~Need to implement geoid undulation referenced to the WGS-84 ellipsoid.~~	~~Qatar~~	~~Dec, 2009~~	~~A~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

SAUDI ARABIA

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	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	~~F H S~~ O	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Saudi Arabia	~~Jun, 2009~~ Jun, 2011	B
2	ANNEX 4: Para. 7.2	-	Non-productionof the Enroute Chart-ICAO	May, 1995	-	~~F O~~ H O	Need to produce the Enroute Chart-ICAO	Saudi Arabia	~~Jun, 2009~~ Jul, 2010	A
3	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	~~H O~~ H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Saudi Arabia	~~Jun, 2009~~ Jun, 2011	U
4	ANNEX 15: Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	ICAO to follow up with State to determine what action is needed to achieve implementation.	~~H~~ O	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Saudi Arabia	~~Dec, 2009~~ Jun, 2011	A
~~5~~	~~ANNEX 4: Para. 3.2~~	~~-~~	~~Non-production of Aerodrome Obstacle Chart-ICAO Type A~~	~~Mar, 2004~~	~~For some RWYs in Saudi Arabia, the Aerodrome Obstacle Chart-ICAO Type A has not been produced~~	~~F H O~~	~~Need to produce Aerodrome Obstacle Chart-ICAO Type A for all Int`l Airports RWYs, except if a notification to this effect is published in the AIP (if no significant obstacles exist)~~	~~Saudi Arabia~~	~~Mar, 2009~~	~~A~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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**
6	ANNEX 15: Para. 8.1	-	AIS Aerodrome Units not established at International Airports and pre-flight information service not provided	Nov, 2007	-	O	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Saudi Arabia	~~Dec, 2010~~ Mar, 2011	A

[(1)] Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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	ANNEX 15: Para 6.	-	Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	F H	Need to fully comply with the AIRAC procedure	Syria	~~Dec, 2009~~ Dec, 2010	U
2	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Syria	~~Dec, 2009~~ Dec, 2010	B
3	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Syria	~~Sep, 2010~~ Dec, 2010	U
4	ANNEX 15: Para. 3.7.2.4	-	Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	Jan, 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	F H	Need to implement geoid undulation referenced to the WGS-84 ellipsoid.	Syria	~~Aug, 2010~~ Dec, 2010	A
5	ANNEX 15: Para 4.2.9 & 4.3.7	-	Lack of regular and effective updating of the AIP	Jul, 2005	ICAO to follow up with State	F H O	Need to update the AIP on a regular basis	Syria	~~Aug, 2009~~ May, 2010	U
6	ANNEX 15 Para. 3.1.1.2, 3.1.5, 3.1.6 & 4.1	-	Lack of consistency between the different Sections of the AIP containing the same information.	Jul, 2005	-	H	Need to review the AIP for consistency	Syria	~~Aug, 2009~~ May, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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**
7	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Jul, 2005	-	F H	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Syria	~~Sep, 2009~~ Dec, 2010	A
8	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Jul, 2005	-	F H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Syria	~~Jun, 2009~~ Dec, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP Field

UAE

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	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Mar, 2007	Contract signed	O	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	UAE	Jun, 2010	A
2	ANNEX 15: Para. 3.2	-	The scope and objectives of the quality system implemented do not fully address the requirements of ICAO Annex 15	Jun, 2007	-	O	a properly organized quality system for AIS, which provides users with the necessary assurance and confidence that distributed aeronautical information/data satisfy stated requirements for data quality and for data traceability by the use of appropriate p	UAE	Jun, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AIS/MAP 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	ANNEX 15: Para 6.	-	Lack of implementation of AIRAC System	May, 1995	ICAO to follow up with State	H O	Need to fully comply with the AIRAC procedure	Yemen	Jun, 2007	U
2	ANNEX 4: Para. 16.2	-	Non-productionof World Aeronautical Chart – ICAO1:1 000 000	May, 1995	-	F H S	Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Yemen	Dec, 2007	B
3	ANNEX 4: Para. 7.2	-	Non-productionof the Enroute Chart-ICAO	May, 1995	-	F H	Need to produce the Enroute Chart-ICAO	Yemen	Jun, 2007	A
4	ANNEX 15: Para. 3.2	-	Implementation of a Quality System	Jan, 2003	-	F H	Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Yemen	Dec, 2007	U
5	ANNEX 4: Para. 11.2	-	Non-productionof Instrument Approach Chart-ICAO	Jan, 2003	Yemen has produced the Instrument Approach Chart-ICAO except for TAIZ Intl Airport	O	Need to produce Instrument Approach Chart-ICAO for all Int`l Aerodromes	Yemen	Jun, 2007	A
6	ANNEX 15: Para. 8.1	-	Non provision of pre-flight information service at international airports	Mar, 2004	-	F H	Need to provide a pre-flight information service at all aerodromes used for international air operations.	Yemen	Jun, 2007	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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**
7	ANNEX 15: Para. 3.6.5	-	Lack of AIS automation	Jul, 2005	-	F H	AIS automation should be introduced with the objective of improving the speed, accuracy, efficiency and cost-effectiveness of aeronautical information services	Yemen	Jun, 2007	A

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(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

ANS SG/1
Appendix 3B to the Report on Agenda Item 3

Deficiencies in the AOP Field

BAHRAIN

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	Annex 14 Vol. 1.4.1, 1.4.4	Bahrain Intl Airport	Implementation of Certification of Aerodromes used for international operations.	Nov, 2006	Updated Information on Feb. 2009: Aerodrome Manual for Bahrain Int`l Airport is ready awaiting the completion of legislations.	H	Need to approve the developed Aerodrome Manual for the international aerodrome and insure it includes a Safety management system prior to granting the aerodrome certificate.	BCAA	~~Dec, 2009~~ Oct, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

EGYPT

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~~	~~Annex 14 Vol. IFASID Table AOP 1MID/3 Rec. 1/3~~	~~Hurghada Int`l Airport~~	~~Apron & Taxiway lighting inadequate~~	~~Sep, 2002~~	~~-~~	~~F~~	~~New Lighting of Apron will be installed to improve lighting , start Jan. 2009 Duration 3 months. TXY lighting will be improved on Dec 2009.~~	~~EAC~~	~~Dec, 2009~~	~~U~~
~~2~~	~~Annex 14 Vol. IFASID Table AOP 1MID/3 Rec. 1/3,ASIA/PAC/ 3, Rec. 4/2, 4/10~~	~~Cairo Int`l Airport~~	~~RWY 05R/23L surface is severely coated with rubber deposits, in particular TDZ~~	~~Sep, 2002~~	~~Exported rubber removal equipments are planned to be in place within 2005/2006 financial budget.~~	~~F~~	~~Rubber deposits are to be removed~~	~~CAC~~	~~Dec, 2009~~	~~A~~
~~3~~	~~Annex 14 Vol. I FASID Table AOP 1 MID/3 Rec. 1/3~~	~~Sharm El Sheikh Int`l Airport~~	~~RWY 04 surface rough and undulation with heavy rubber accretion and taxiway lighting is inadequate~~	~~Sep, 2003~~	~~-~~	~~F H~~	~~New Project: Runway will be repaved, and taxiway lighting will be improved. Project starts in 01 Feb 2009~~	~~EAC~~	~~May, 2011~~	~~U~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
4	MID Basic ANP & FASID (Doc 9708)	Alexandria Int`l Airport	Runway is short and current distance is 7221 FT with runway all up weight maximum 68000kgs	Jul, 2004	Cannot be served as an alternate	F O	~~This restriction require runway upgrade and length extensionCAA has no plans, at the time being, to upgrade the said runway as it is not possible, from the engineering point of view, to upgrade these runways. However, Borg el Arab Airport runway can be used. List of alternate airports for Cairo FIR is to be revised.~~ This restriction require runway upgrade and length extensionCAA has no plans, at the time being, to upgrade the said runway as it is not possible, from the engineering point of view, to upgrade these runways. However, Borg el Arab Airport runway can be used. List of alternate airports for Cairo FIR is to be revised. (PFA of MID FASID AOP1-Tables)	ECAA	~~Jun, 2009~~ Oct, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
5	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	~~Cairo, Hurghada, Sharm El-Shiekh, Luxor, Aswan, Borg El Arab, Alexandria, Marsa Alam, ALamainTaba, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports~~ Luxor, Aswan, Borg El Arab, Alexandria, ALamainTaba, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	~~Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations.~~ Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations. State: Implemented for 4 Airports .Cairo, Sharm El Sheikh,, Hurghada, Maersa Alam In Progress ASWAN, LuXer, Borg El-Arab, Taba, The rest is planned for Nov.2011	ECAA	~~Dec, 2009~~ Nov, 2011	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
6	Annex 14 Vol. 1.4.1, 1.4.4	~~Hurghada, Luxor, Aswan, Borg El Arab, Alexandria, Almaza, Taba, Alamain, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports~~ Luxor, Aswan, Borg El Arab, Alexandria, Almaza, Taba, Alamain, El-Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	~~Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate~~ Need to develop an Aerodrome Manual for each listed international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate. State: implemented: Cairo, Sharm El-Sheikh,Hurghada, Mersa Alam, In Progress: Luxor,Aswan Borg Al-Arab, Taba The rest is planned for Nov 2012	ECAA	~~Dec, 2009~~ Nov, 2012	U
7	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Alexandria Int`l Airport	No runway demarcation lines available on RWY 18/36, to identify the entry position to RWY 04/22	May, 2007	-	F	need to have a visual cues to define a safe holding position prior to the intersection point of RWYs 18/36 and 04/22 and not to be lift to the pilot judgment to decide where to hold and how far from the RWY edge.	EAC	~~Oct, 2008~~ Nov, 2011	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
~~8~~	~~Annex 14 Vol. I FASID Table AOP 1 & MID/3 Rec. 1/3~~	~~Sharm El Sheikh Int`l Airport~~	~~Apron lighting inadequate~~	~~Sep, 2003~~	~~-~~	~~F H~~	~~New lighting will be installed to improve apron lighting, started Jan. 2009 (duration 3 months)~~	~~EAC~~	~~Mar, 2009~~	~~U~~
~~9~~	~~Annex 14 Volume I, Chapter 5~~	~~Aswan Int`l Airport~~	~~First 200m RWY 35 UNUSABLE. No displaced threshold markers~~ ~~First 200m RWY 35 unusable. No displaced threshold markers~~	~~Jan, 2008~~	~~-~~	~~F O~~	~~Markers required~~	~~EAC~~	~~May, 2009~~	~~U~~
10	Annex 14 Volume I, Chapter 5	Cairo Int`l Airport	Taxiway marking to Stands are confusing as old markings are not removed.Problem exacerbated at night and when wet. Stop markings at new Terminal 2 difficult to interpret	Jan, 2008	-	F H O	Remove old markings	CAC	~~May, 2009~~ Nov, 2010	A
11	Annex 14 Volume I, Chapter 5	Aswan Int`l Airport	First 200m RWY 35 unusable. No displaced threshold markers	Jan, 2008	-	F H	Markers required	EAC	~~May, 2009~~ Nov, 2012	A
~~12~~	~~Annex 14 Volume 1, Chapter 3 & 10~~	~~Luxor Int`l Airport~~	~~Runway has heavy rubber accretion~~	~~Jan, 2008~~	~~-~~	~~F H~~	~~remove rubber deposits~~	~~AEC~~	~~May, 2009~~	~~U~~
~~13~~	~~Annex 14 Volume 1, Chapter 5~~	~~Luxor int`l Airport~~	~~PAPIS/VASIS not available~~	~~Jan, 2008~~	~~-~~	~~F H O~~	~~-~~	~~AEC~~	~~May, 2009~~	~~A~~
~~14~~	~~Annex 14 Volume 1, Chapter 3 & 10~~	~~Luxor Int`l Airport~~	~~Runway has heavy rubber accretion~~	~~Jan, 2008~~	~~-~~	~~F H O~~	~~Remove old markings~~	~~AEC~~	~~May, 2009~~	~~U~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
~~15~~	~~Annex 14 Volume 1, Chapter 5~~	~~Luxor int`l Airport~~	~~PAPIS/VASIS not available~~	~~Jan, 2008~~	~~-~~	~~F H O~~	~~-~~	~~AEC~~	~~May, 2009~~	~~A~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

IRAN

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~~	~~Annex 14 Vol. IFASID Table AOP 1MID/3 Rec. 1/3MID/3, Conc.1/6, Rec. 1/3ASIA/PAC 3 RAN, Rec.3/1~~	~~Mehrabad Int`l Airport~~	~~Taxiways markings inadequate~~	~~Nov, 2004~~	~~Impose difficulty on aircraft to maneuver~~	~~F H~~	~~Markings to be improved~~	~~IAC~~	~~Sep, 2009~~	~~U~~
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Emam Khomaini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	~~IAC~~ CAO & IAC	Dec, 2010	U
3	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Emam Khomaini, Mehrabad, Esfhan, Shahid Hashmi Nejad, Shiraz, Tabriz and Zahedan Intl. Airport,	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting Certification of Aerodrome.	~~IAC~~ CAO & IAC	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP 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	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Baghdad /Basrah/Erbil /Sulaymaniyah/ Al Najaf Int`l. Airports	Implementation of Aerodrome Operations Safety Management Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H O	~~Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations~~ Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome OperationsDec, State: Dec 2010 except for Baghdad & Najaf June 2011	ICAA	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Baghdad/ Basrah/ Erbil /Sulaymaniyah / Al Najaf Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H O	~~Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting certification of aerodrome.~~ Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting certification of aerodrome. State: Dec, 2010 except for Baghdad & Najaf June 2011	ICAA	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

ISRAEL

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	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	No approach lights on RWY 02R/20L.	Jul, 2000	Usually RWY 02L/20/20R in use (with non-standard PP. lights-SALS and PAPI) – available with VOR App.	F H	App. Lighting to be provided as soon as possible	IDF	~~Dec, 2007~~ Oct, 2010	U
2	~~Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3~~ Annex 14 Vol.I, FASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Threshold markings/lighting do not conform to ICAO SARPs.	Jul, 2000	-	H	To be rectified	EDF	~~Dec, 2007~~ Oct, 2010	A
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	No lighted sign with RWY designators	Jan, 2002	-	H	Sign to be provided	IDF	~~Dec, 2007~~ Oct, 2010	U
4	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Non-Standard taxiways lighting	Jan, 2002	-	H	Lightings are to be rectifies	IDF	~~Dec, 2007~~ Oct, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
5	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Ovda Int. Airport	Limited parking space	Jan, 2002	One wide-body plus 3 smaller aircraftNote:Recommended for operations with minima not less than alternate minima	H S O	Reconsider Apron planning	IDF	~~Dec, 2007~~ Oct, 2010	A
6	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	No taxiways to RWYs 26 and 21, and inbound from 08 and 03	Jan, 2003	For RWYs 26 and 21, taxing is on active RWYS	S O	-	EDF	~~Dec, 2007~~ Oct, 2010	U
7	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Aprons – limited space that is too close to runway	Jan, 2003	-	S O	-	EDF	~~Dec, 2007~~ Oct, 2010	U
8	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	No approach lighting	Jan, 2003	PAPI (RWY 03) and APAPI (RWY 21)	F	-	EDF	~~Dec, 2007~~ Oct, 2010	U
9	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	No taxiway	Jan, 2003	-	F	-	EDF	~~Dec, 2007~~ Oct, 2010	A
10	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	No high speed turn off end of RWYs: 21/03 and RWY 26	Jan, 2003	-	S O	-	EDF	~~Dec, 2007~~ Oct, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
11	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Single runway used as taxiway, two turn-offs at south end (other turn-off is restricted), Runway width is 30 meters A/P defined as non instrument RWY-CVFRRWY has limited performance due to low PCN	Jan, 2003	Loop available at end of RWY 03Limited to A/C up to 757	F S	-	EDF	~~Dec, 2007~~ Oct, 2010	A
12	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Elat Int. Airport	Localizer (LOC) App. and DME plus PAPIS	Jan, 2003	VOR/DME (LOT) available. Unstable LOC App due to ground movement interference (Notamed)Note:Not recommended for use by big jets (wide-body/4 engines)	H O	-	EDF	~~Dec, 2007~~ Oct, 2010	A
13	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Using visuals to runway 30 for arrivals and for departures	Feb, 2004	-	~~S H O~~ H S O	ATC insist on maintaining 4000ft until Past abeam runway threshold then cleared visual for runway. Performance requires stay inside 3.8 DME BGN for safety reasons	EDF	~~Dec, 2007~~ Oct, 2010	U
14	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Centre light RWY 26 too high from the asphalt may cause damage to tyres	Sep, 2004	-	S O	Resurfacing RWY 26 will commence October 2004. Runway will be closed for 5 months	EDF	~~Dec, 2007~~ Oct, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
15	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Parking position marking very poor, sometimes even confusing due to changes	Sep, 2004	-	F	This will not improve until new apron is opened	EDF	~~Dec, 2007~~ Oct, 2010	A
16	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Runway 26 Poor surface condition	Sep, 2005	Requires resurfacing immediately	S O	-	EDF	~~Dec, 2007~~ Oct, 2010	U
17	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Junction of taxiways "M", "K", "F" is a hot spot	Sep, 2005	Out bound traffic on "M" may find traffic vacating Runway 12 on "F" turning to "K" as opposite direction.	S O	-	EDF	~~Dec, 2007~~ Oct, 2010	U
18	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion Int. Airport	Bird strike problem exist at all times of the year.	Sep, 2005	-	S O	-	EDF	~~Dec, 2007~~ Oct, 2010	A
19	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion, Int. Airport	New terminal apron and taxiway	Sep, 2005	-	S O	Pilots should exercise extreme caution taxing inbound and on the new apron.	EDF	~~Dec, 2007~~ Oct, 2010	A
20	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3ASIA/PAC/3, Rec. 4/10	Tel Aviv/Ben Gurion Int. Airport	Lack of starting position causing pushback delays	Sep, 2005	More starting positions required	S O	-	EDF	~~Dec, 2007~~ Oct, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
21	Annex 14 Vol. IFASID Table AOP-1	Tel Aviv/Ben Gurion Int. Airport	Rapid population has increased around the rynways and taxiways	Sep, 2005	-	S O	-	EDF	~~Dec, 2007~~ Oct, 2010	A
22	Annex 14 Vol.1.5.1, 1.5.2, 1.5.3 & 1.5.4	Tel Aviv/Ben Gurion, Tel Avive/SDE DOV, Eilat, Ovda, Haifa Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	EDF	Dec, 2010	U
23	Annex 14 Vol. 1.4.1, 1.4.3	Tel Aviv/Ben Gurion, Tel Avive/SDE DOV, Eilat, Ovda, Haifa Intl. Airport,	mplementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granti	EDF	~~Jan, 2008~~ Oct, 2010	U
24	Annex 14 Vol.I, Chapter 5 and MID ANP/FASID Tables	Tel Aviv/Ben Gurion Int. Airport	Visual Aids for taxiways and runways (signage, lighting and markings are not in accordance with ICAO SARPs	Jul, 2008	Number of visual aids discrepancies in relation to Annex 14 Vol. I, Chapter 5 at the Airport and need urgent corrective actions in accordance with ICAO SARPs and relevant specs.	~~S H O~~ H S O	Visual Aids and Taxi route are to be revised and to be rectified	EDF	~~Jan, 2008~~ Oct, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

JORDAN

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~~	~~Annex 14 Vol. 1.4.1, 1.4.4~~	~~Amman/Queen Alia, Amman/ Marka, Jerusalem Intl. Airports~~ ~~Amman/Queen Alia, Amman/ Marka Intl. Airports~~	~~Implementation of Certification of Aerodromes used for international operations~~	~~Nov, 2006~~	~~- King Hussein/Aqaba Int`l Airport is certified,~~ ~~- Elimination of deficiencies related to Jerusalem Airport is to read "S"~~	~~F H S~~	~~Need to finalize certification of Queen Alia and Marka Int'l Airports~~	~~CAA~~ ~~JARC~~	~~Jan, 2009~~ ~~Sep, 2010~~	~~U~~
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	~~Amman/Queen Alia, Amman/Marka, King Hussien/Aqaba, Jerusalem Intl. Airports~~ Amman/Queen Alia, Amman/Marka, King Hussien/Aqaba Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	State Safety Programme has been established, SMS is implemented at King Hussein Int.l Aerodrome. Elimination of deficiencies related to Jerusalem Airport is to read "S"	~~F H S~~ S	Need to ensure implementation of SMS at aerodrome operations at Queen Alia, and Marka Int'l Aerodromes in order to achieve an acceptable level of safety	~~CAA~~ JARC	~~Jan, 2009~~ Sep, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP 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~~	~~Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4~~	~~Kuwait Intl. Airport~~	~~Implementation of Aerodrome Operations Safety Management mplementation of Certification of Aerodromes used for international operations Implementation of Aerodrome Operations Safety Management~~	~~Nov, 2006~~	~~- a State Safety Programme was established.~~	~~H~~	~~Need to implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations~~	~~DGCA~~	~~Jul, 2009~~ ~~Oct, 2010~~	~~U~~
~~2~~	~~Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4~~	~~Kuwait Intl. Airport~~	~~Implementation of Certification of Aerodromes used for international operations~~	~~Nov, 2006~~	~~- Based on information provided by State during MIDANPIRG /11 Meeting (Feb 2009), Implem of the Requirement is in Progress.Aerodrome manual was developed.~~	~~H~~	~~Need to establish an appropriate regulatory framework. Need to establish criteria for the certification of aerodromes prior to granting the certificate~~	~~DGCA~~	~~Jan, 2009~~ ~~Oct, 2010~~	~~U~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP 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	Annex 14 Vol. 1.4.1, 1.4.4	R.B.H. Beirut Intl. Airport	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	LCAA	~~Dec, 2009~~ Oct, 2010	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	R.B.H. Beirut Intl. Airport	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	LCAA	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP 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	Annex 14 Vol. 1.4.1, 1.4.4	Muscat/ Salalah Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	DGCAM	Dec, 2010	U
2	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Muscat/ Salalah Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	DGCAM	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

QATAR

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	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Doha Intl. Airport	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	CAA	Dec, 2010	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Doha Intl. Airport	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granti	CAA	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

SAUDI ARABIA

No Deficiencies Reported

Deficiencies in the AOP 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	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int`l Airport	Apron lighting inadequate	Sep, 2003	-	F H	Apron lighting is to be improved	CAA	~~Dec, 2009~~ Oct, 2010	U
2	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int`l Airport	Runway surface rough and damaged. Runway markings unsatisfactory	Sep, 2003	-	F H	RWY Surface to be repaired and refurbished, Markings are to be improved	CAA	~~Dec, 2009~~ Oct, 2010	A
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3	Damascus int`l Airport	DAM/DVOR 116 MHZ Out of Service	Jun, 2004	-	F	The VOR/DME to be replaced	CAA	~~Dec, 2009~~ Oct, 2010	A
4	Annex 14 Vol. 1.4.1, 1.4.4	Damascus, Aleppo, Bassel Al-Assad Int`l. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granting the aerodrome certificate	CAA	~~Dec, 2009~~ Oct, 2010	U
5	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Damascus, Aleppo, Bassel Al-Assad Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	CAA	Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP Field

UAE

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	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	Abu Dhabi, Al Ain, Dubai, Fujairah, Ras Al Khaimah, Sharjah intl Airports	Implementation of Aerodrome Operations Safety Management	Jun, 2007	-	H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	GCAA	~~Dec, 2009~~ Oct, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the AOP 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	Annex 14 Vol. 1.5.1, 1.5.2, 1.5.3 & 1.5.4	~~Sanaa, Aden, Hodeibah, Taiz/Ganad Intl. Airports~~ Sanaa, Aden, Hodeibah, Taiz Intl. Airports	Implementation of Aerodrome Operations Safety Management	Nov, 2006	-	F H	Need to establish a State safety programme and implement an SMS in order to achieve an acceptable level of safety in Aerodrome Operations	DGCA	~~Dec, 2009~~ Oct, 2010	U
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	~~Sanaa, Aden, Hodeibah, Taiz/Ganad Intl. Airports~~ Sanaa, Aden, Hodeibah, Taiz Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework. Need to establish a criteria for the certification of aerodromes. Need to devlope an Aerodrome Manual for each international aerodrome and insure it includes a safety management system prior to granti	GCAA	~~Dec, 2009~~ Oct, 2010	U

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(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

ANS SG/1
Appendix 3C to the Report on Agenda Item 3

Deficiencies in the ATM/SAR Field

BAHRAIN

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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	~~S~~ S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Bahrain	~~Jun, 2010~~ Dec, 2010	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	~~Under development. Agreement signed with Kuwait, Qatar, others being negotiated~~ Under development : signed with with Saudis,Qatari's, Kuwaitis, and Iranians. pending : Agreement yet to be signed with Oman and UAE	~~O~~ O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Bahrain	~~Dec, 2009~~ Dec, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

EGYPT

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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Egypt has promulgated regulations and started development of SAR agreement with Cyprus and other States	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Egypt with neighboring States	Dec, 2009	A
~~2~~	~~Annex 11 para. 2.27~~	~~-~~	~~Implementation of ATS Safety Management~~	~~Nov, 2006~~	~~Under development~~	~~H~~	~~Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS~~	~~Egypt~~	~~Jun, 2008~~	~~A~~
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	-	H	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Egypt ICAO	~~Jun, 2008~~ Dec, 2010	A
4	MID ANP Table ATS-1	-	ATS Route L/UL315 not implemented	Mar, 2007	The segments CAIRO-HURGHADA-GIBAL are not implemented (Alternative A727)	S	-	Egypt	~~Dec, 2008~~ Dec, 2010	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

IRAN

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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	~~S~~ S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iran with neighboring States	Dec, 2010	A
2	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Ongoing	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Iran	Sep, 2010	A
3	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Ongoing	~~H~~ H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iran	Dec, 2010	~~A~~ U
4	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAR	Dec, 2006	KUMUN-PAPAR segment not implemented	S	States to continue negotiations with one another. Iran has no plan to implement the route segment	Iran and UAE	~~Jun, 2008~~ Jun, 2011	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR 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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Iraq with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iraq with neighboring States	~~Dec, 2009~~ Dec, 2010	A
2	MID ANP Table ATS-1 Plan of ATS Routes	-	ATS route G667 not implemented	Sep, 2006	Iraq has no plan to open the route	S	-	Iraq Iran Kuwait	~~Jun, 2008~~ Dec, 2010	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	-	S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Iraq ICAO	~~Dec, 2009~~ Jun, 2010	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	~~H~~ H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iraq	~~Dec, 2009~~ Dec, 2010	~~A~~ U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
5	MID ANP Table ATS-1 Plan of ATS routes	Iraq and Syria	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria. Notam issued opening route in Baghdad FIR	S	States to negotiate with one another and coordinate opening of the route	Iraq/Syria	~~Dec, 2008~~ Dec, 2010	B
6	MID ANP Table ATS-1 Plan of ATS routes	Iraq and Syria	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria. Notam issued opening route in Baghdad FIR	S	States to negotiate with one another and coordinate opening of the route	Iraq/Syria	~~Dec, 2008~~ Dec, 2010	B
~~7~~	~~Annex 11 Para. 3.3.4.1~~	~~-~~	~~Non-provision of updated list of RVSM approved aircraft to the MID RMA~~	~~Oct, 2008~~	~~-~~	~~O~~	~~Need to provide the MID RMA with required data on regular basis in order to enable it to discharge its functions and responsibilities~~	~~Iraq, MID RMA, ICAO~~	~~Mar, 2009~~	~~A~~
8	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route G795 Rafha- Basrah segment not implemented	May, 2008	Coordination between Iraq and Saudi Arabia.	S	States to negotiate coordination issues between the two FIRs, update LoA and coordinate opening of the route	Iraq and Saudi Arabia	~~Jul, 2009~~ Dec, 2010	B
9	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route A424 LOTAN - Baghdad segment (Baghdad FIR) not implemented	May, 2008	Communication problems between concerned FIRs	O	No plan to open the route.	Iraq	~~Dec, 2008~~ Jun, 2010	B
~~10~~	~~MID ANP Table ATS-1 Plan of ATS routes~~	~~-~~	~~ATS route L126 SOGUM – MIGMI segment not fully implemented~~	~~May, 2008~~	~~Segment SIGNI – MIGMI closed~~	~~S~~	~~States to negotiate with one another and coordinate opening of the route. Date of completion not determined~~	~~Iran, Iraq~~	~~Dec, 2008~~	~~B~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

ISRAEL

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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Israel with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Israel with neighboring States	Dec, 2008	A
2	MID ANP Table ATS-1Plan of ATS routes	Israel Cyprus	ATS route B406 not implemented	Dec, 1997	No sections implementedImplemented as B17/UB17 Larnaca-MERVA(FIR BDY)	S O	To be followed by both the ICAO EUR and MID Offices	Israel Cyprus ICAO to assist	Dec, 2008	B
3	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	~~H~~ H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Israel	Dec, 2008	~~A~~ U
4	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	-	H S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Israel	Dec, 2008	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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**
5	Annex 11 Para. 3.3.4.1	-	~~Non-provision of updated list of RVSM approved aircraft to the MID RMA~~ Non-provision of updated list of RVSM approved aircraft to the MIDRMA	Oct, 2008	-	O	Non-provision of updated list of RVSM approved aircraft to the MID RMA	Israel, MID RMA, ICAO	Dec, 2008	A

[(1)] Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

JORDAN

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 ANP Table ATS-1Plan of ATS routes	Jordan, Syria	ATS route G662 not implemented -- Negotiations with military ongoing, in advanced stage	Dec, 1997	Not implemented Damascus to Guriat	~~S~~ S	States to continue coordination to achieve implementation	Jordan, Syria	~~Jun, 2009~~ Dec, 2010	B
~~2~~	~~MID ANP Table ATS-1Plan of ATS routes~~	~~Israel Jordan Syria~~	~~ATS route A412 not implemented~~	~~Dec, 1997~~	~~Most segments not implemented. Only segment RBG – King Abdulaziz implemented -- Jordan has no plan to open the route.~~ ~~Most segments implemented. Only segment BGN – QAA not implemented -- Jordan has no plan to open the route.~~	~~S~~ ~~S~~	~~States to co-ordinate to finalize implementation Realignment would be considered~~	~~Jordan, Syria, ICAO to assist~~	~~Dec, 2008~~ ~~Dec, 2010~~	~~B~~
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	National Contingency plan developed	H S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Jordan	Mar, 2009	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Work in progres -- SMS developed and details will be forwarded to ICAO	~~F~~ ~~H~~ F H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Jordan	Dec, 2008	~~A~~ U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
5	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	-	Jordan-Lebanon and Syria	Dec, 2008	B
~~6~~	~~Annex 11 Para. 3.3.4.1~~	~~-~~	~~Non-provision of required data to the MID RMA on regular basis and in a timely manner~~	~~Oct, 2008~~	~~-~~	~~O~~	~~Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities~~	~~Jordan, MID RMA, ICAO~~	~~Mar, 2009~~	~~A~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR 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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Kuwait with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Kuwait with neighboring States	Mar, 2009	A
2	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Implementation of SMS is expected to start in April 2007	~~H~~ H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Kuwait	Mar, 2009	~~A~~ U
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Continegency Plan was signed with Bahrain and Iran. Work is progressing for the coordination with other neighboring States	H S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Kuwait	Dec, 2009	A
4	Annex 11 Para. 3.3.4.1	-	~~Non-provision of required data to the MID RMA on regular basis and in a timely manner~~ Non-provision of required data to the MIDRMA on regular basis and in a timely manner	Oct, 2008	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities -- Completion date not given	Kuwait, MID RMA, ICAO	Mar, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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**
5	MID ANP Table ATS-1 Plan of ATS routes	-	~~ATS route G669 route Rafha SOLAT Kuwait segment not implemented~~ ATS route G669 segment Rafha SOLAT not implemented	May, 2008	Airspace restrictions	S	~~Airspace restrictions to be addressed -- Kuwait has no plan to implement the route.~~ - Airspace restrictions to be addressed -- Kuwait has no plan to activate the route segment. - Iraq ready to implement segment Rafha - SOLAT	Kuwait	~~Dec, 2008~~ Dec, 2010	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR 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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Lebanon with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Agreement signed with Cyprus.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Lebanon with neighboring States	Dec, 2008	A
2	MID ANP Table ATS-1Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	Dec, 1997	Not implemented DAKWE - Damascus Economic impact-alternative routes available but longer-Not affecting safety	S	ICAO to follow-up. Lebanon intends to discuss realignment with Syria	Lebanon Syria	Dec, 2007	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	A plan has been developed and will be forwarded to the MID Regional Office	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Lebanon ICAO	Dec, 2008	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	~~H~~ H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Lebanon	Dec, 2010	~~A~~ U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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**
5	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	-	Jordan-Lebanon and Syria	Dec, 2007	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR 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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Oman with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Oman with neighboring States	Jun, 2010	A
2	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Under development	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Oman	Jun, 2010	A
~~3~~	~~Annex 11 Para. 3.3.4.1~~	~~-~~	~~Non-provision of required data to the MID RMA on regular basis and in a timely manner~~	~~Oct, 2008~~	~~-~~	~~O~~ ~~O~~	~~Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities – Completion date not given~~	~~Oman, MID RMA, ICAO~~	~~Jun, 2009~~	~~A~~

[(1)] Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

QATAR

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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Qatar and Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved-ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Qatar and Bahrain	Jun, 2008	A
~~2~~	~~MID ANP Table ATS 1Plan of ATS routes~~	~~Bahrain Qatar Saudi Arabia~~	~~ATS route B419 not implemented~~	~~Dec, 1997~~	~~Not implemented Doha – King Fahd Economic impact Subject to military restrictions Saudi Arabia ready to implement~~	~~S~~	~~States to continue negotiations with one another and military – Qatar has no plan to implement the route.~~	~~Bahrain Qatar Saudi Arabia~~	~~Dec, 2007~~	~~B~~
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Work in progress; agreement signed with Bahrain	S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Qatar Bahrain ICAO	Jun, 2009	A
~~4~~	~~Annex 11~~ ~~para. 2.27~~	~~-~~	~~Implementation of ATS Safety Management~~	~~Nov, 2006~~	~~Details of SMS will be communicated to ICAO~~	~~H~~	~~Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS~~	~~Qatar~~	~~Mar, 2009~~	~~A~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

SAUDI ARABIA

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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Saudi Arabia with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Ready to sign agreement as per drafted (model) agreement presented at ATM/SAR/AIS SG/10 SAR National Board established	~~S~~ S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Saudi Arabia with neighboring States	~~Jun, 2009~~ Mar, 2011	A
2	MID ANP Table ATS-1Plan of ATS routes	Qatar Saudi Arabia	ATS route A415 implemented with variance to Table ATS 1	Dec, 1997	Doha to King Khalid implemented at variance with the Plan . slightly longer-Military restrictions Economic impact-Not affecting safety. Negotiations with military ongoing	S	-	Saudi Arabia Qatar	~~Jun, 2009~~ Jun, 2011	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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**
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	A draft contingency plan not fully compliant with the agreed template has been developed. Further work being done in coordination with adjacent States.	~~H~~ ~~O~~ H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Saudi Arabia	~~Jun, 2009~~ Dec, 2010	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	QMS Department established. SMS development plan adopted in November 2007	~~H~~ H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Saudi Arabia	~~Jun, 2009~~ Nov, 2010	~~A~~ U
~~5~~	~~MID ANP Table ATS 1~~	~~-~~	~~Segment METSA Al SHIGAR of ATS Route B/UB 411 not implemented~~	~~Mar, 2007~~	~~Jordan and Saudi Arabia have already approved the segment~~	~~S~~	~~-~~	~~Saudi Arabia~~	~~Dec, 2008~~	~~B~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR 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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Syria with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Agreement with Turkey and Cyprus completed. Agreement with Jordan and Lebanon pending	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Syria with neighboring States	~~Dec, 2009~~ Dec, 2010	A
2	MID ANP Table ATS-1Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	Dec, 1997	Not implemented DAKWE - Damascus Economic impact- alternative routes available but longer- Not affecting safety	S	ICAO to follow-up -- Syria has no plan to implement the route	Lebanon Syria	~~Dec, 2008~~ Dec, 2010	B
~~3~~	~~MID ANP Table ATS-1Plan of ATS routes~~	~~Lebanon Syria~~	~~ATS route B410 not implemented~~	~~Dec, 1997~~	~~UL620 proceeding to BALMA then, R655 ChekkaChekka Damascus to be implemented Non – technical nature Economic impact Aircraft using longer routes~~	~~S~~	~~To be discussed in EMAC*** meetings.~~	~~Syria, ICAO to assist~~	~~Dec, 2009~~ ~~Dec, 2010~~	~~B~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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
4	MID ANP Table ATS-1 Plan of ATS routes	Iraq Syria	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq and Syria	~~Mar, 2009~~ Dec, 2010	B
5	MID ANP Table ATS-1 Plan of ATS routes	Iraq Syria	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq and Syria	~~Mar, 2009~~ Dec, 2010	B
6	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Draft available	H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Syria	Jun, 2010	A
7	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Committee established	~~H~~ H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Syria	~~Jun, 2010~~ Dec, 2010	~~A~~ U
8	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	S	Syria has no plan to implement the route.	Jordan-Lebanon and Syria	~~Dec, 2008~~ Dec, 2010	B
~~9~~	~~Annex 11 Para. 3.3.4.1~~	~~-~~	~~Non-provision of required data to the MID RMA on regular basis and in a timely manner~~	~~Oct, 2008~~	~~-~~	~~O~~	~~Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities~~	~~Syria, MID RMA, ICAO~~	~~Mar, 2009~~	~~A~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR Field

UAE

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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	UAE with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing. The agreement with Bahrain and Oman to be updated and the one with iran has to be developed/coordinated.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	UAE with neighboring States	Dec, 2009	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Plan completed and Agreements signed with Bahrain and Oman. Others pending	O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	UAE	~~Dec, 2008~~ Mar, 2010	A
3	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAR	Dec, 2006	KUMUN-PAPAR segment not implemented	S	States to continue negotiations with one another	Iran and UAE	~~Jun, 2008~~ Jun, 2011	B

[(1)] Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM/SAR 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	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Yemen with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Ongoing	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Yemen with neighboring States	Dec, 2008	A
2	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	~~H~~ H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Yemen	Dec, 2008	~~A~~ U
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Ongoing	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Yemen	Dec, 2008	A
~~4~~	~~Annex 11 Para. 3.3.4.1~~	~~-~~	~~Non-provision of required data to the MID RMA on regular basis and in a timely manner~~	~~Oct, 2008~~	~~-~~	~~O~~	~~Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities -- Completion date not given~~	~~Yemen, MID RMA, ICAO~~	~~Mar, 2009~~	~~A~~

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(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

ANS SG/1
Appendix 3D to the Report on Agenda Item 3

Deficiencies in the CNS Field

BAHRAIN

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	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Afghanistan-Bahrain-Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	Oct, 1998	Bahrain is ready to implement the circuit	O	Follow-up the matter with IATA concerning Afghanistan VSAT are available and now checking compatibility	Afghanistan Bahrain	~~Dec, 2009~~ Mar, 2011	~~B~~ A

[(1)] Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

EGYPT

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~~	~~AFTN Main Circuits (LIM MID RAN Rec 10/5)~~	~~Egypt – Tunisia Cairo – Tunis AFTN Circuit~~	~~The circuit is implemented on 100 bauds~~	~~Oct, 1999~~	~~Egypt is ready to up-grade the circuit to 9.6 K~~	~~O~~	~~Planned to be up-graded to 1200 bauds. Upon Tunis readiness~~ ~~Egypt Confirmed their readiness~~	~~Egypt – Tunisia~~	~~Dec, 2009~~	~~A~~
~~2~~	~~Upgrade of Egypt – Syria Circuit~~	~~Egypt – Syria~~	~~Upgrdae of the Egypt Syria Circuit is needed~~	~~Oct, 2008~~	~~-~~	~~O~~	~~Egypt is working wioth Syria for the upgrade of the circuit~~	~~Egypt – Syria~~	~~Dec, 2009~~	~~A~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

IRAN

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	AFTN Rationalized Plan (LIM MID RAN Rec 6/6, 6/9 and MIDANPIRG/4 Conclusion 4/19)	Afghanistan-Iran-Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	Oct, 1998	VSAT network to be implemented	S	Iran advised that they are ready	Afghanistan Iran	~~Dec, 2009~~ Dec, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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	AFTN usage (LIM MID RAN Rec 6/2)	Baghdad AFTN Center	Circuit Loading Statistics	May, 1995	Monthly statistics should be sent to MID Office	S	Refers to ICAO fax ref. F.ME 165 reminding States to send data to ICAO Office	Iraq	~~Dec, 2009~~ Dec, 2010	B
2	ATS Direct Speech circuit	Iraq - Syria	ATS Direct speech circuit between adjacent centers is needed	Oct, 2008	New reported	O	Iraq Advise they can provide VSAT	Iraq and Syria	~~Dec, 2009~~ Dec, 2010	U
3	ATS Direct Speech circuit	Iraq - Jordan	ATS Direct speech circuit between adjacent centers is needed	Jan, 2009	newly reported	O	Iraq advised they can provide VSAT	Iraq and Jordan	~~Jan, 2010~~ Dec, 2010	U
4	MID FASID	Baghdad VOR	VOR not installed	Jan, 2009	Newly Reported	O	Iraq advised that all NAV AIDs will be installed according to the master plan	Iraq	~~Jan, 2010~~ Dec, 2010	~~A~~ U
5	MID FASID	Baghdad DME	DME not installed	Jan, 2009	Newly reported	O	Iraq advised that all NAV AIDs will be installed according to the master plan	Iraq	~~Jan, 2010~~ Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the ATM Field

ISRAEL

No Deficiencies Reported

Deficiencies in the CNS Field

JORDAN

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	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	Oct, 1998	~~Lebanon is ready to implement the circuit~~ Jordan is ready to implement the circuit and already sent official letter to Lebanon in June 2010	S	~~Jordan will co-ordinate with Lebanon for up-grading~~ Jordan is aleady co-ordinating with Lebanon	~~Lebanon – Jordan~~ Jordan - Lebanon	~~Dec, 2009~~ Dec, 2010	A
~~2~~	~~Upgrade of Jordan Syria Circuit~~	~~Jordan - Syria~~	~~Upgrade is needed for the Jordan Syria Circuit~~	~~Oct, 2008~~	~~-~~	~~O~~	~~Jordan and Syria are working on the required upgrade~~	~~Jordan - Syria~~	~~Dec, 2009~~	~~B~~
3	ATS Direct Speech circuit	Iraq - Jordan	ATS Direct speech circuit between adjacent centers is needed	Jan, 2009	Newly reported	O	Iraq advise they can provide VSAT	Iraq - Jordan	~~Jan, 2010~~ Dec, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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	AFTN usage (LIM MID RAN Rec 6/2)	Kuwait AFTN Center	Circuit Loading Statistics	May, 1995	Monthly statistics should be sent to MID Office	O	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	Kuwait	~~Dec, 2009~~ Dec, 2010	B
2	AFTN Main Circuits (LIM MID RAN Rec10/5)	Lebanon-Kuwait-Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	Oct, 1999	The circuit is operating satisfactorily on 100 bauds.	O	Kuwait is ready to upgrade to higher speed according to the readiness of Lebanon	Kuwait Beirut	~~Dec, 2009~~ Dec, 2010	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	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	Oct, 1998	Lebanon is ready to implement the circuit	S	Another alternative should be proposed in the MID AFTN Plan	Jordan Lebanon	~~Dec, 2009~~ Dec, 2010	A
~~2~~	~~AFTN Main Circuits (LIM MID RAN Rec10/5)~~	~~Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit~~	~~The circuit is implemented on 100 bauds~~	~~Oct, 1999~~	~~Will be upgraded to 64 K~~	~~O~~	~~Circuit will be upgraded to 64K~~	~~Lebanon- Saudi Arabia~~	~~Jun, 2009~~	~~B~~
3	AFTN Main Circuits (LIM MID RAN Rec10/5	Lebanon – Kuwait Beirut – Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	Oct, 1999	The circuit is operating satisfactorily on 100 bauds	O	Kuwait ready for upgrade to digital	Kuwait Lebanon	~~Jun, 2009~~ Dec, 2010	B

(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~~	~~AFTN usage (LIM MID RAN Rec 6/2)~~	~~Muscat AFTN Center~~	~~Circuit Loading Statistics~~	~~May, 1995~~	~~Data should be sent to ICAO Office~~	~~O~~	~~Software not available yet~~ ~~Software not available yet~~ ~~SOFTWARE WAS INSTALLED AND STATISTICS WERE RECEIVED FROM OMAN DURING CNS SG/3~~	~~Oman~~	~~Dec, 2009~~ ~~May, 2010~~	~~B~~
2	Direct Speech circuit (LIM MID RAN)	Oman - Yemen	Direct Speech circuit is required	Oct, 1998	under Implementation	O	~~under implementation~~ Oman confirm they are ready	Oman - Yemen	~~Dec, 2009~~ Dec, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

QATAR

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	AFTN usage (LIM MID RAN Rec 6/2)	Doha AFTN Center	Circuit Loading Statistics	May, 1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office	H	Data should be sent to ICAO Office	Qatar	~~Dec, 2009~~ Dec, 2010	B

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

SAUDI ARABIA

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	AFTN usage (LIM MID RAN Rec 6/2)	Jeddah AFTN Center	Circuit Loading Statistics	May, 1995	Refer to ICAO fax ref. F.ME 165 reminding States to send data to Regional Office.	O	~~New software will be implemented in jun 09~~ New software has been implemented.	~~Circuit Loading Statistics information is part of~~ Saudi Arabia	~~Jun, 2009~~ Dec, 2010	B
~~2~~	~~AFTN Main Circuits (LIM RAN Rec 10/5)~~	~~Lebanon – Saudi Arabia Beirut – Jeddah AFTN Circuit~~	~~The circuit is implemented on 100 bauds~~	~~Oct, 1999~~	~~Circuit to be improved~~	~~O~~	~~Planned to be up-graded to 9.6K~~	~~Lebanon – Saudi Arabia~~	~~Dec, 2009~~	~~B~~

(1) 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	ATS Direct SPeech circuit	Syria - IRAQ	Direct Speech circuit required between Syria and Iraq	Oct, 2008	-	O	Iraq advise they are ready to provide VSAT for the implementation	Syria-Iraq	~~Dec, 2009~~ Dec, 2010	U
~~2~~	~~Upgrade of the Circuit~~	~~Syria- Egypt~~	~~Upgrade needed for teh circuit between Syria and Egypt~~	~~Oct, 2008~~	~~-~~	~~O~~	~~Syria and Egypt working on the implementation of the required upgrade~~	~~Syria- Egypt~~	~~Dec, 2009~~	~~A~~
~~3~~	~~Upgrade of Syria Jordan Circuit~~	~~Syria - Jordan~~	~~Upgrade is needed for the Syria Jordan circuit~~	~~Oct, 2008~~	~~-~~	~~O~~	~~Syria and Jordan are working on the required upgrade~~	~~Syria - Jordan~~	~~Dec, 2009~~	~~B~~

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the CNS Field

UAE

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	Radio Frequencies	UAE ACC	133.550 MHz	Feb, 2002	Unknown Interference	O	Report was sent to Nat. Telecom. Admin	Follow-up by ICAO and State	~~Dec, 2009~~ Dec, 2010	~~U~~ A
2	Radio Frequencies	AL Ain	129.150 MHz	Jun, 2002	Kish Air Dispatch	O	Nat. Telecom. Admin	Follow-up by ICAO and State	~~Dec, 2009~~ Dec, 2010	A
3	VOR designator SHJ	VOR	Changed VOR designator from SHJ to SHR causing duplication with IRAN NDB	Dec, 2009	UAE GCAA are looking into the matter	O	Change to the correct designator which is SHJ	UAE GCAA	~~Feb, 2010~~ Jul, 2010	U

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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	Direct SPeech Circuit with Adjacent center Djibouti	Yemen - Djibouti	requirement for a Direct SPeech Circuit with Adjacent center Djibouti	Oct, 1998	-	O	Establishment fo direct speech circuit between Yemen and Djibouti	Yemen - Djibouti	~~Dec, 2009~~ Dec, 2010	A
2	Direct SPeech Circuit with Adjacent center India	Yemen - India	Direct SPeech Circuit with Adjacent center India	Oct, 1998	-	O	Establishments of a Direct SPeech Circuit with Adjacent center in India	Yemen - India	~~Dec, 2009~~ Dec, 2010	~~B~~ A
3	Direct SPeech Circuit with Adjacent center Oman	Yemen - Oman	Requirement for a Direct SPeech Circuit with Adjacent center Oman	Oct, 1998	-	F H O	Establish a direct Speech Circuit with Adjacent center Oman	Yemen - Oman	~~Dec, 2009~~ Dec, 2010	~~U~~ A
4	Direct SPeech Circuit with Adjacent center with Eritrea and Somalia	Yemen - Eritrea , Somalia	requirement for a direct Speech Circuit with Adjacent center in Eritrea and Somalia	Oct, 1998	-	F H S O	Establishment of direct Speech Circuit with Adjacent center in Eritrea and Somalia	Yemen - Eritrea , Somalia	Dec, 2010	~~B~~ A

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(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

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Deficiencies in the MET Field

BAHRAIN

No Deficiencies Reported

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET Field

EGYPT

No Deficiencies Reported

Deficiencies in the MET Field

IRAN

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	Annex 3 Chapter 6 Para 6.2.6. MID ANP Doc 9706 Volume I (Basic ANP) Part VI (MET) Para 9.	Provision of 30-hour aerodrome forecasts (TAF)	No international exchange requirement for 18-hour validity long-TAF in the MID Region. Only 30-hour validity long-TAF should be available internationally for OIFM, OISS and OITT.	Dec, 2009	Follow-up of MIDANPIRG METSG/2 report. State Letter ME 3/56.14-10/091 issued 15 March 2010.	F H O	Only 30-hour validity long-TAF should be available internationally for OIFM, OISS and OITT. Availability of 18-hour long-TAF for these aerodromes should cease.	Iran	Dec, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET 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	Annex 3, App. 3, 3.1 and App. 5, 1.6	Provision of OPMET data (METAR and TAF) to international OPMET data banks	OPMET data not available at Vienna RODB	Jun, 2008	-	F H O	-	Iraq	Dec, 2009	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET Field

ISRAEL

No Deficiencies Reported

Deficiencies in the MET Field

JORDAN

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	Annex 3 Chapter 6 Para 6.2.6. MID ANP Doc 9706 Volume II (Basic ANP) Part VI (MET) Para 9. ANNEX 3 Chapter 6 Para 6.2.6. MID ANP (Doc 9706) Volume I (Basic ANP) Part VI (MET) Para 9.	Provision of 24-or 30-hour aerodrome forecasts (TAF)	No international exchange requirement for 9-hour validity short TAF. Only 24- or 30-hour validity long TAF should be exchanged internationally.	Dec, 2009	Follow-up of MIDANPIRG METSG/2 report. State Letter ME 3/56.14-10/090 issued 15 March 2010.	F H O	Only 24- or 30-hour long TAF should be available internationally for OJAI, OJAM and OJAQ. Availability of 9-hour short-TAF for these aerodromes should cease.	Jordan	Dec, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET Field

KUWAIT

No Deficiencies Reported

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET Field

LEBANON

No Deficiencies Reported

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET Field

OMAN

No Deficiencies Reported

Deficiencies in the MET Field

QATAR

No Deficiencies Reported

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET Field

SAUDI ARABIA

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	Annex 3 Chapter 6 Para 6.2.6. MID ANP Doc 9706 Volume I (Basic ANP) Part VI (MET) Para 9.	Provision of 24-hour aerodrome forecasts (TAF)	No international exchange requirement for 9-hour validity short-TAF or 30-hour validity long-TAF. Only 24-hour validity long-TAF should be exchanged internationally by Saudi Arabia.	Dec, 2009	Follow-up of MIDANPIRG METSG/2 report. State Letter ME 3/56.14-10/092 issued 15 March 2010.	F H O	Only 24-hour validity long-TAF should be available internationally for OEAB, OEGN, OETB and OEYN. Availability of 9-hour short-TAF and/or 30-hour long-TAF for these aerodromes should cease.	Saudi Arabia	Dec, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET 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	Annex 3 Chapter 6 Para 6.2.6. MID ANP Doc 9706 Volume I (Basic ANP) Part VI (MET) Para 9.	Provision of 24- or 30-hour aerodrome forecasts (TAF)	No international exchange requirement for 9-hour validity short-TAF or 18-hour long-TAF. Only 24- or 30-hour validity long-TAF should be exchanged internationally.	Dec, 2009	Follow-up of MIDANPIRG METSG/2 report. State Letter ME 3/56.14-10/093 issued 15 March 2010.	F H O	Only 24- or 30-hour long-TAF should be available internationally for OSAP, OSDI and OSLK. Availability of 9-hour short-TAF or 18-hour long-TAF for these aerodromes should cease.	Syria	Dec, 2010	A

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET Field

UAE

No Deficiencies Reported

(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Deficiencies in the MET 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~~	~~Annex 3, Chapter 9~~	~~Information for operators and flight crew members~~	~~Lack of WAFS forecasts for the flight documentation~~	~~Jan, 2009~~	~~-~~	~~F H O~~	~~-~~	~~Yemen~~	~~Dec, 2009~~	~~A~~

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.

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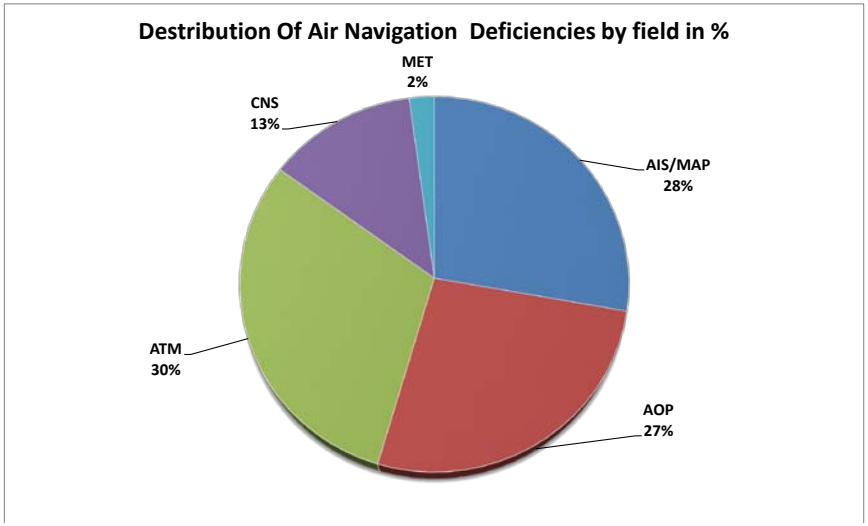
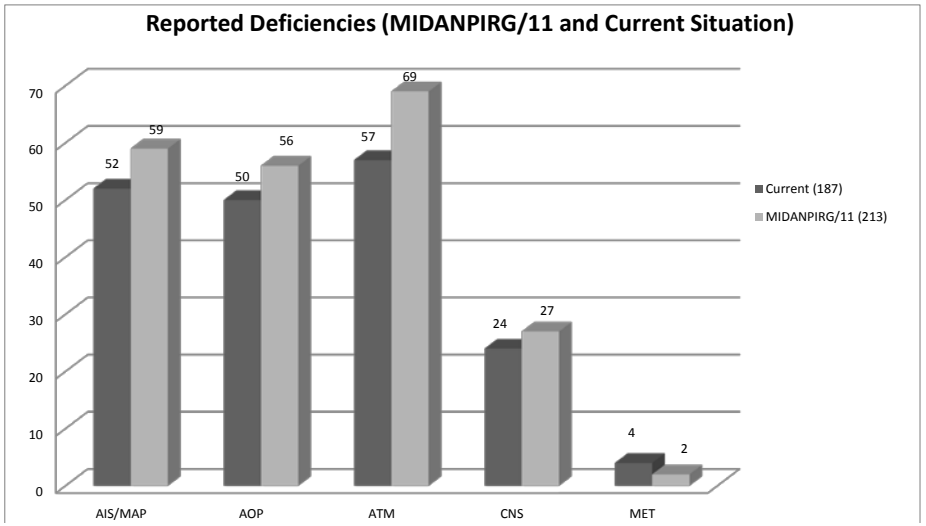
(1) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

AIR NAVIGATION DEFICIENCIES IN THE THE MID REGION

STATE	AIS							Total AIS	AOP							Total AOP	ATM/SAR							Total ATM	CNS							Total CNS	MET							Total MET
	Priority			Rational					Priority			Rational					Priority			Rational					Priority			Rational					Priority			Rational				
	U	A	B	F	H	S	O		U	A	B	F	H	S	O		U	A	B	F	H	S	O		U	A	B	F	H	S	O		U	A	B	F	H	S	O	
Bahrain								0	1				1			1		2				1	1	2		1					1	1								0
Egypt								0	3	3		6	4		2	6		2	1		1	2		3								0								0
Iran		2	1				3	3	2			2	2			2	1	2	1		2	2	1	4		1				1		1		1			1	1		1	1
Iraq	5	5	1	10	11	11	11	11	2			2	2		2	2	1	2	5		1	6	1	8	4		1			1	4	5		1		1	1		1	1
Israel	3	3			5	6	6	6	13	11		7	10	14	14	24	1	3	1		2	3	2	5								0								0
Jordan			1	1	1	1		1	1					1		1	1	1	2	1	2	3		4	1	1				1	1	2								0
Kuwait	1				1		1	1								0	1	3	1		2	3	1	5			2				2	2								0
Lebanon	1	1	1	3	3	1		3	2			2	2			2	1	2	2		2	3	1	5		1	1			1	1	2								0
Oman	1	2	1				4	4	2			2	2			2		2			1	1	1	2		1					1	1								0
Qatar	1				1		1	1	2				2			2		2				2		2			1		1			1								0
Saudi Arabia	1	3	1		2		4	5	0							0	1	2	1		2	2	1	4			1				1	1		1		1	1		1	1
Syria	4	3	1	7	8	1	1	8	3	2		5	4			5	1	2	4		2	5	1	7	1						1	1		1		1	1		1	1
UAE	1	1					2	2	1				1			1		2	1			2	1	3	1	2					3	3								0
Yemen	2	4	1	5	6	1	2	7	2			2	2			2	1	2			2	1	1	3		4		2	2	1	4	4								0
	20	24	8	26	38	21	35	52	34	16	0	28	32	15	18	50	9	29	19	1	19	36	12	57	7	11	6	2	3	5	19	24	0	4	0	4	4	0	4	4





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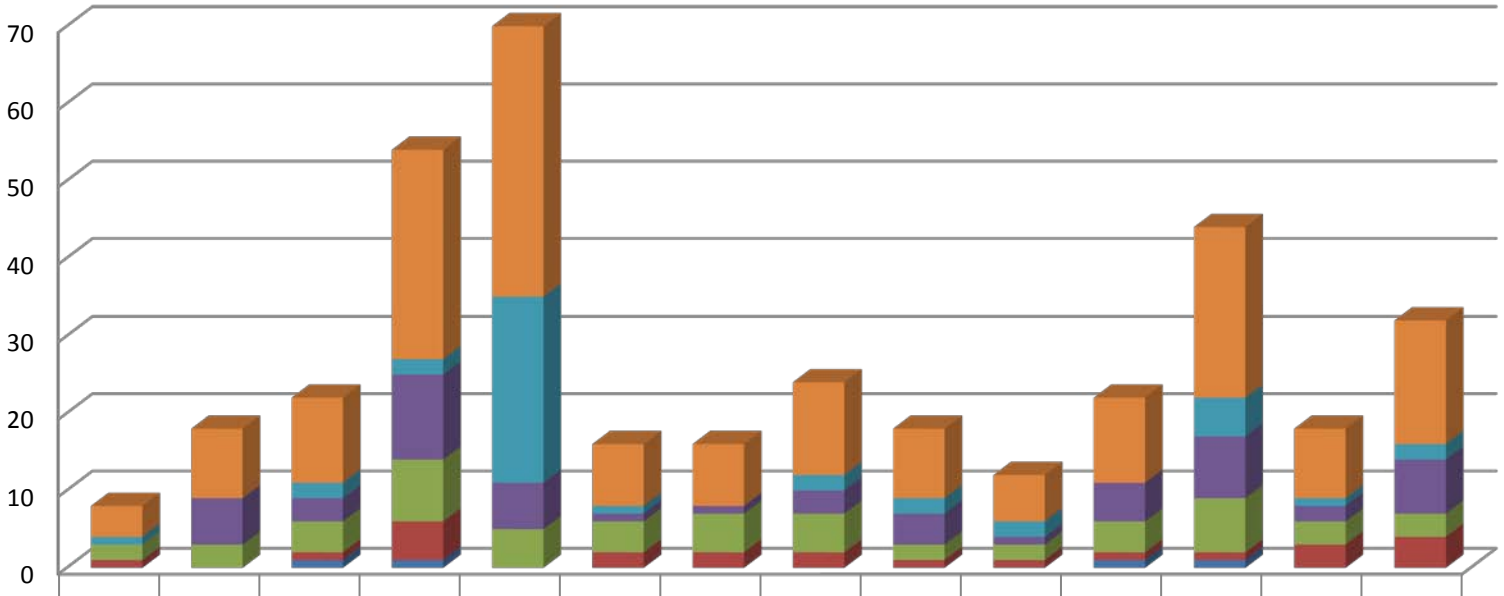
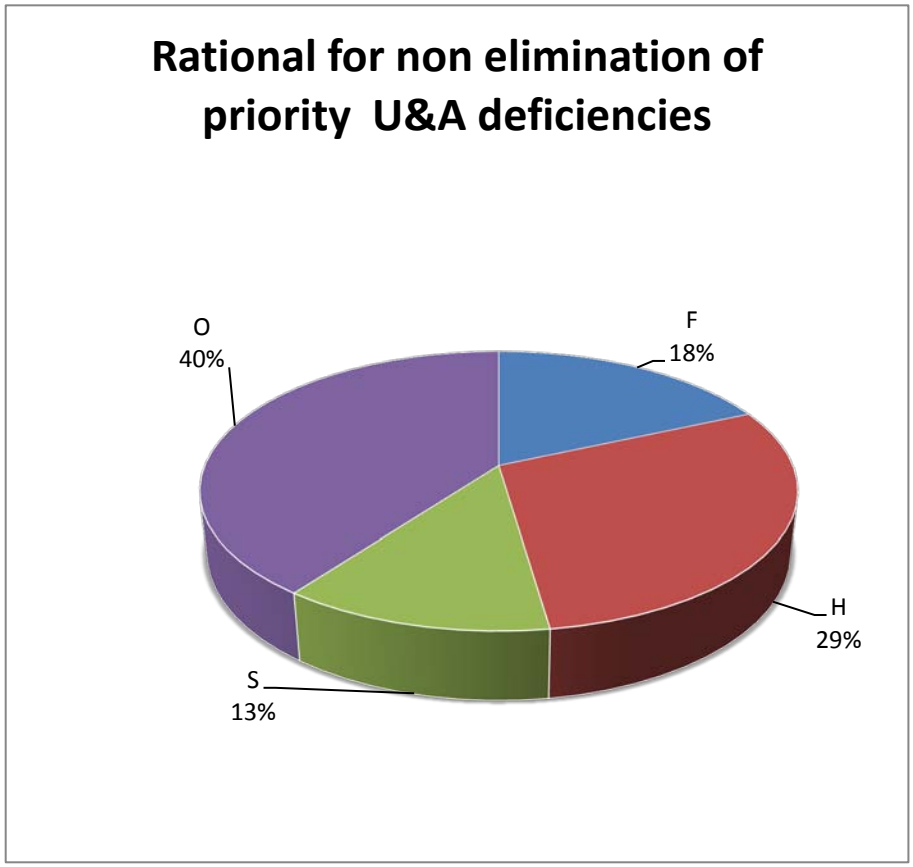
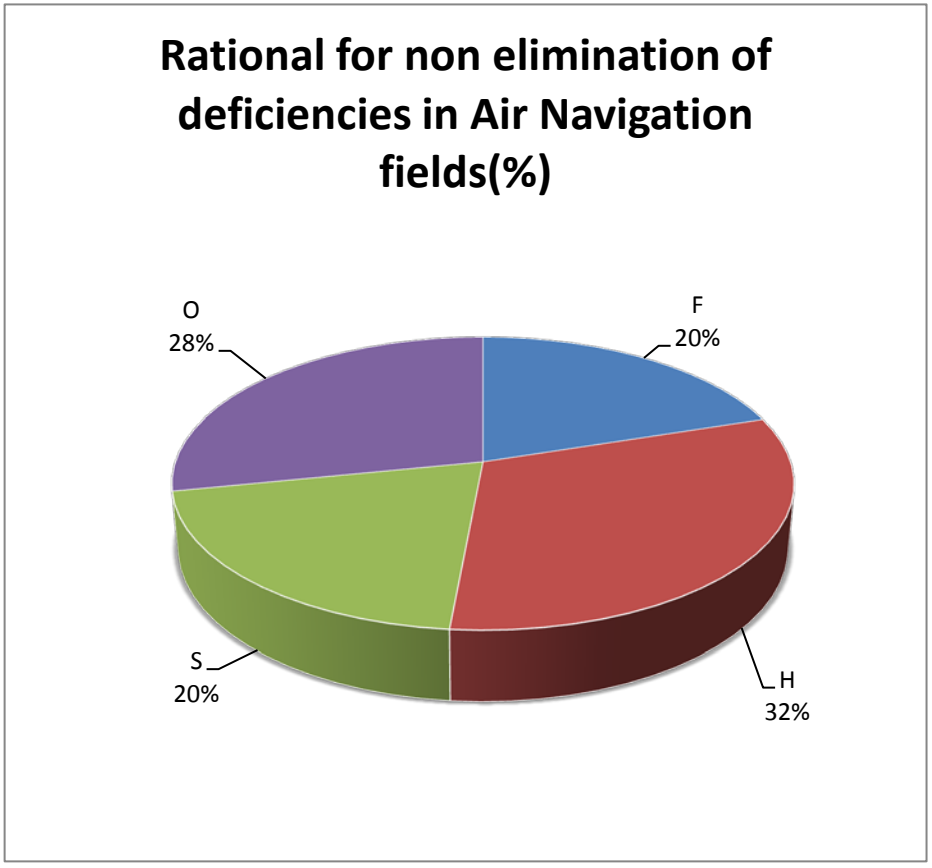
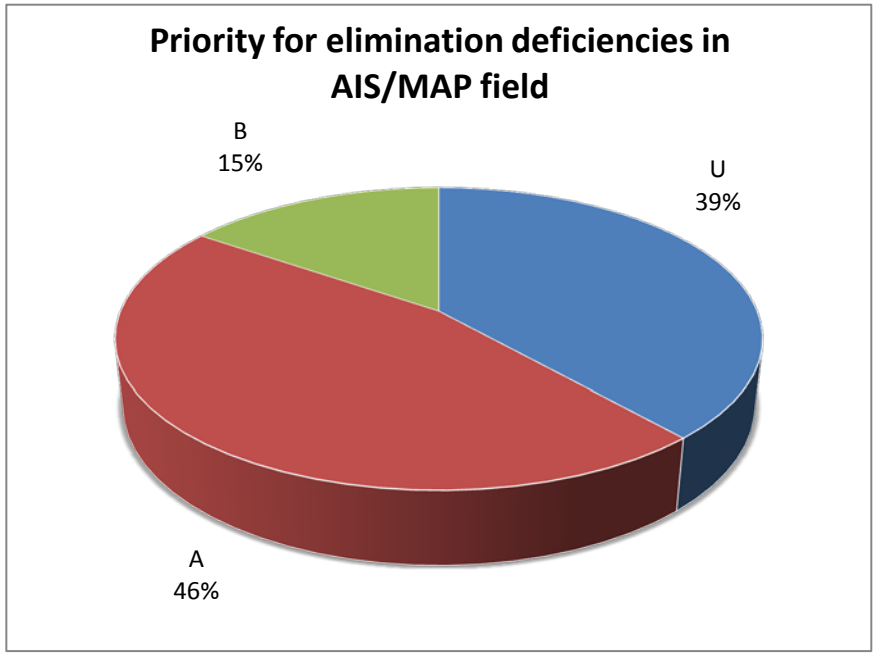
Number of Air Navigation deficiencies by State

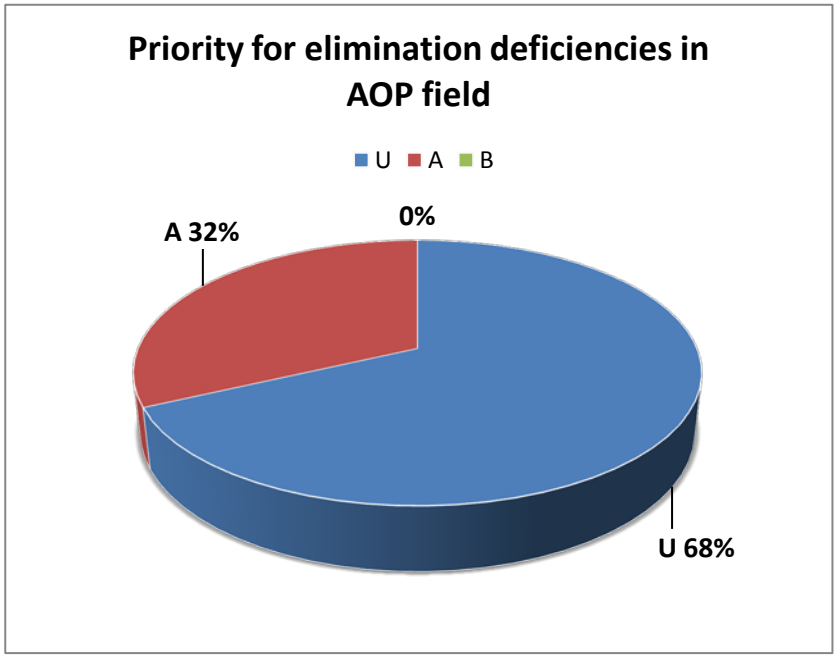


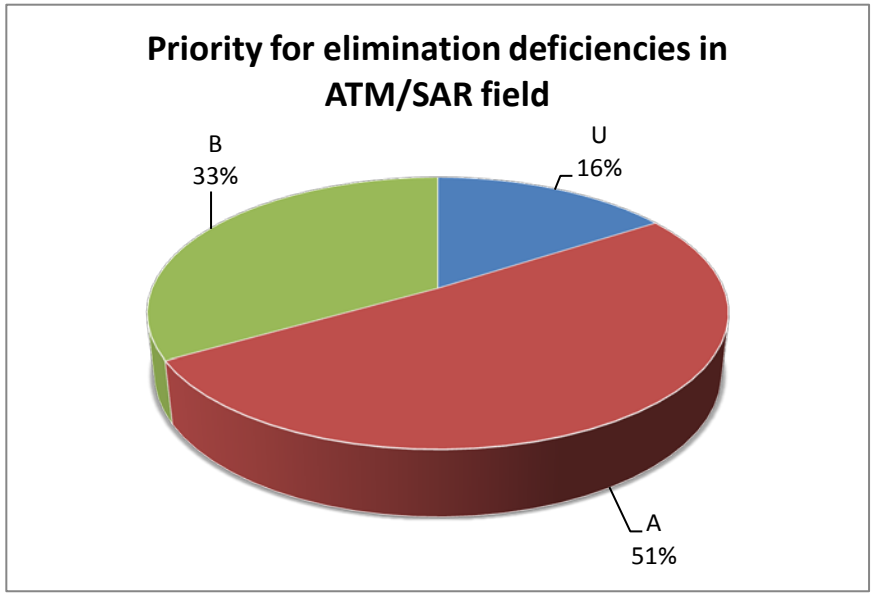
	Bahrain	Egypt	Iran	Iraq	Israel	Jordan	Kuwait	Lebanon	Oman	Qatar	Saudi Arabia	Syria	UAE	Yemen
Total	4	9	11	27	35	8	8	12	9	6	11	22	9	16
AOP	1	0	2	2	24	1	0	2	2	2	0	5	1	2
AIS/MAP	0	6	3	11	6	1	1	3	4	1	5	8	2	7
ATM	2	3	4	8	5	4	5	5	2	2	4	7	3	3
CNS	1	0	1	5	0	2	2	2	1	1	1	1	3	4
MET	0	0	1	1	0	0	0	0	0	0	1	1	0	0

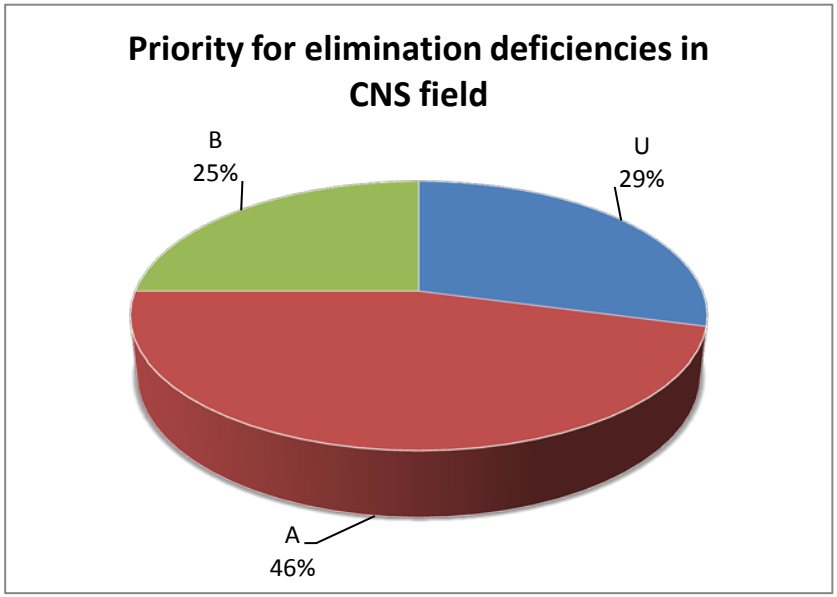

Rational for non elimination of priority U&A deficiencies
O
40%
F
18%
H
29%
S
13%

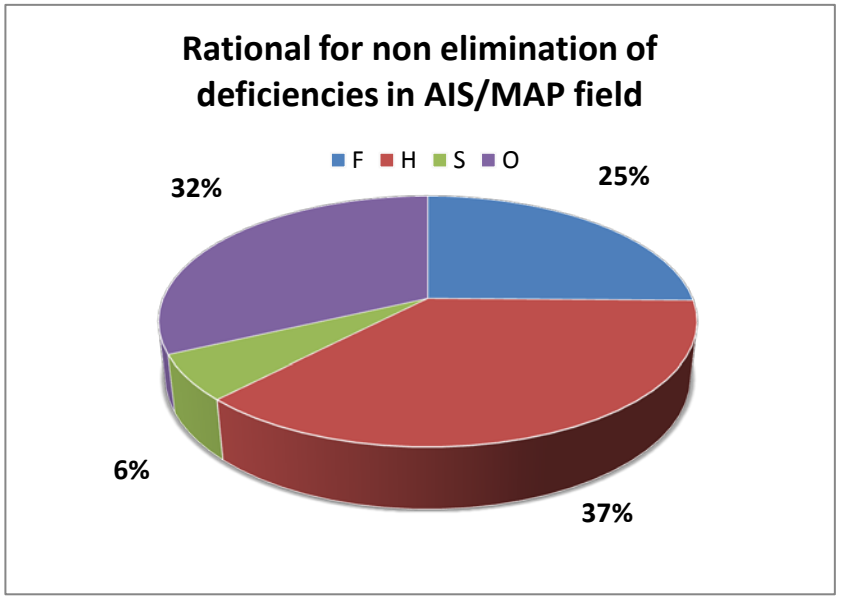

Rational for non elimination of deficiencies in Air Navigation fields(%)
O
28%
F
20%
S
20%
H
32%

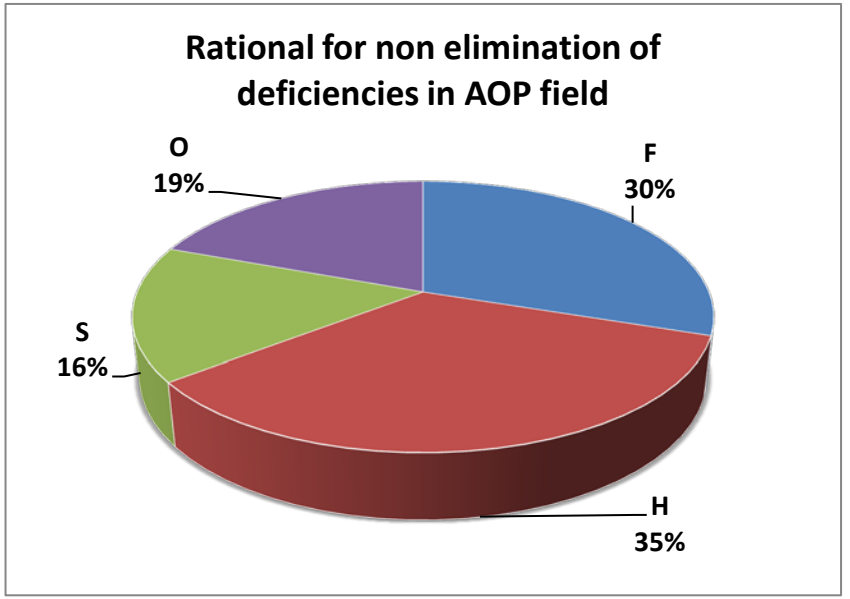

Priority for elimination deficiencies in AIS/MAP field
B
15%
U
39%
A
46%

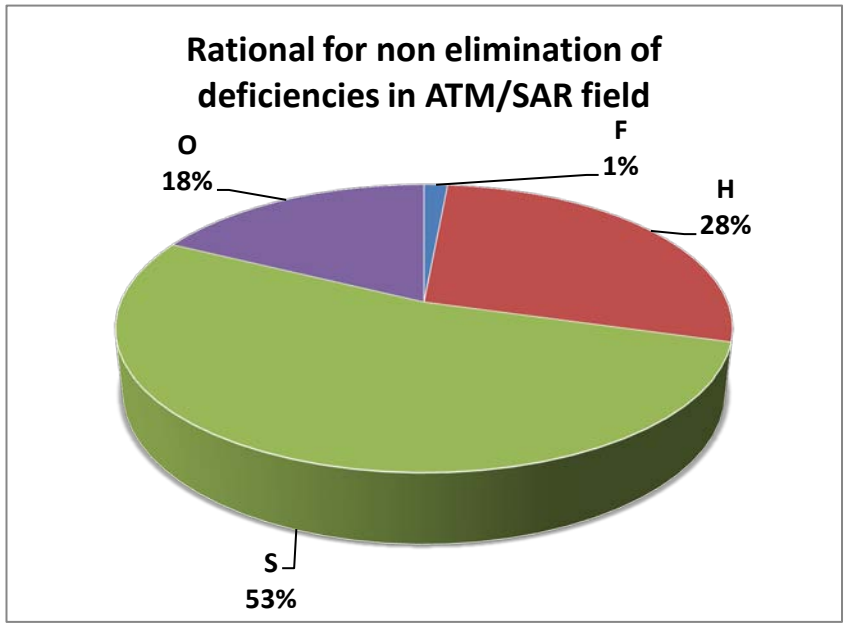

Priority for elimination deficiencies in AOP field
U
A
B
A 32%
0%
U 68%

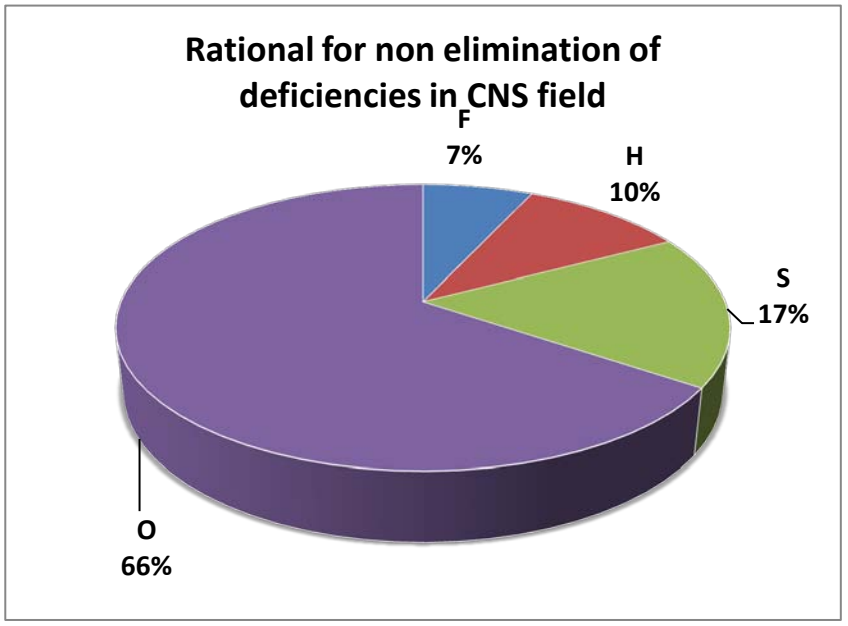

Priority for elimination deficiencies in ATM/SAR field
B
33%
U
16%
A
51%


Priority for elimination deficiencies in CNS field
B
25%
U
29%
A
46%


Rational for non elimination of deficiencies in AIS/MAP field
F
H
S
O
25%
37%
6%
32%


Rational for non elimination of deficiencies in AOP field
O
19%
F
30%
S
16%
H
35%


Rational for non elimination of deficiencies in ATM/SAR field
O
18%
F
1%
H
28%
S
53%


Rational for non elimination of deficiencies in CNS field
F
7%
H
10%
S
17%
O
66%

ANS SG1
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEM IN THE MID REGION

4.1 The meeting recalled that States are required to establish a State Safety Programme (SSP) in order to achieve defined Acceptable Levels of Safety in civil aviation. The service providers, are required, as part of the State Safety Programme, to implement Safety Management Systems (SMS) with performance objectives in accordance with the International Standards and Recommended Practices (SARPs) contained in Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft*, Annex 8 — *Airworthiness of Aircraft*, Annex 11 — *Air Traffic Services*, Annex 13 — *Aircraft Accident and Incident Investigation* and Annex 14 — *Aerodromes*, to the Convention on International Civil Aviation.

4.2 The meeting recognized that under an SSP, safety rulemaking is based on a comprehensive analyses of the State's aviation system and that safety policies are developed based on hazard identification and safety risk management; and safety oversight is focused towards the areas of significant safety concerns or higher safety risks. Furthermore, an SSP provides the means for States to combine prescriptive and performance-based approaches to safety rulemaking, policy development, and oversight. They are responsible, under the SSP, for the acceptance and oversight of service providers' SMS as a risk management tool.

4.3 The SMS shall be accepted by the State and shall, as a minimum:

a) identify safety hazards;
b) ensure the implementation of remedial action necessary to maintain agreed safety performance;
c) provide for continuous monitoring and regular assessment of the safety performance; and
d) aim at continuous improvement of the overall performance of the safety management system.

4.4 The meeting recalled that it is necessary for an SMS to define a set of measurable performance outcomes in order to determine whether the system is truly operating in accordance with design expectations — not simply meeting regulatory requirements — and to identify where action may be required to bring the performance of the SMS to the level of design expectations.

4.5 The meeting also recalled that the measurable performance outcomes permit the actual performance of activities critical to safety to be assessed against existing organizational controls so that necessary corrective action is taken and safety risks can be maintained As Low As Reasonably Probable (ALARP).

4.6 The meeting was briefed on the follow-up action and outcomes of the ATM/AIS/SAR SG/11 and the AOP SG/7 meetings relevant to MIDANPIRG/11 Conclusions and Decisions that address the status of implementation of SSP and SMS in the MID Region.

4.7 The meeting reviewed ATM-SAR-AIS SG/11 meeting Draft Conclusion 11/7 with respect to ATS Safety Management. The Conclusion was proposed to replace and supersede MIDANPIRG/11 Conclusion 11/38:

DRAFT CONCLUSION 11/7: ATS SAFETY MANAGEMENT

That, MID States that have not yet done so, be urged to:

a) establish a State Safety Programme (SSP) and ensure the implementation of Safety Management Systems (SMS) by their ATS service providers, in accordance with Annex 11 provisions;

b) promulgate a national safety legislative framework and specific regulations in compliance with international and national standards that define how the State will conduct the management of safety, including the collection and protection of safety information and improvement of accident prevention, in compliance with relevant provisions contained at Chapter 2 of Annex 11 and Chapter 8 of Annex 13;

c) share safety information including information on ATS incidents and accidents; and

d) take advantage of the ICAO guidance material related to safety management as well as the training events offered by ICAO (SMS and SSP training courses seminars and workshops).

4.8 The meeting also recalled that MIDANPIRG/11 meeting noted with concern the low level of implementation of Safety Management System requirements for aerodrome operations in the MID Region. Accordingly, MIDANPIRG/11 formulated Conclusions 11/ 7 and 11/ 9 requesting States, who have not done so, to develop action plans for the implementation of SMS at their international aerodromes.

CONCLUSION 11/7: ACTION PLAN FOR THE ESTABLISHMENT OF STATE'S SAFETY PROGRAMME AND ACCEPTABLE LEVEL(S) OF SAFETY TO BE ACHIEVED

That, MID States provide the MID Regional Office with the following information, not later than, 30 June 2009:

a) status of implementation of ICAO requirements in accordance with Annex 14 Volume I, para. 1.5 relevant to establishment of State Safety Programme (SSP), and if not yet done so, prepare a detailed action plan to fulfil relevant ICAO requirements;

b) advise if ICAO assistance is needed; and

c) the AOP Sub-Group is to review information collected on the status of establishment of State Safety Programme for aerodrome operations for further course of actions.

CONCLUSION 11/9: ACTION PLAN FOR THE IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEM FOR AERODROME OPERATIONS

That, MID States provide the MID Regional Office with the following information, not later than, 30 June 2009:

a) status of implementation of ICAO requirements in accordance with para. 1.5 of Annex 14 Volume I, relevant to the implementation of Safety Management System at Certified Aerodromes and, if not done so, prepare a detailed action plan for each International Aerodrome, to fulfil relevant ICAO requirement;

b) advise if ICAO assistance is needed; and

c) the AOP Sub-Group is to review information collected on the status of implementation of Safety Management System at aerodromes for further course of actions.

4.9 The meeting recalled that as a follow-up action to MIDANPIRG Conclusions 11/7 and 11/ 9, a State Letter (Ref. ME 3/56.4 – 09/279 dated 03 September 2009) was sent to all MID States requesting them to provide information on the status of implementation of ICAO requirements. Due to low level of States response; the AOP SG/7 meeting was of the view to reiterate and maintain the above two Conclusions.

4.10 The meeting noted that a significant number of air navigation deficiencies recorded are related to the lack of effective implementation of SMS in the fields of ATS and Aerodromes.

4.11 The meeting noted the applicability dates for the implementation of both SMS and SSP in specific civil aviation areas as at **Appendix 4A** to the Report on Agenda Item 4.

4.12 The meeting recognized the difficulties encountered by States for the implementation of SSP requirements. In this regard the meeting was of the view that a step –by-step approach should be followed for managing the transition to an SSP environment. The meeting further highlighted that the first step is to carry out a gap analysis. In connection with the above; the meeting noted that the Second Edition of ICAO Safety Management Manual (Doc 9859) -2009 contains guidance material related to SSP, SMS and ALoS, as well as their relationships. The Guidance Material on "*SMS GAP Analysis for Service Providers*" contained in Appendix 2 to Chapter 7 of Doc 9859 and on "*the development of a State Safety Programme (SSP) GAP Analysis*" contained in Appendix 3 to Chapter 11 of Doc 9859; were particularly highlighted and States were encouraged to use this guidance material especially the checklists to expedite the implementation of the required SSP and SMS.

4.13 In the same vein, the meeting recalled the High Level Safety Conference (HLSC), 2010 through Conclusion 2/1 agreed that:

a) States require a phased transition to the implementation of SSP with the integration of performance-based processes and practices into the prevailing prescriptive environment;

b) the incorporation of performance based processes by States requires effective interaction with industry, recognizing the value of best practices and standards in order to successfully implement an SSP;

c) there is a need for harmonized methodology for the development of Safety Performance Indicators (SPIs) to enable States to develop and establish an Acceptable Level of Safety (ALoS) related to an SSP; and

d) there is a need to develop further tools and guidance material, as well to share experiences and lessons learned at individual and regional level, in the development and implementation of SSP.

4.14 The meeting appreciated the efforts by ICAO to assist States in the establishment of SSP and the implementation of SMS through initiatives including training courses, and was informed that a training course on the implementation of SSP will be organized for the MID Region in December 2010.

ANS SG/1
Appendix 4A to the Report on Agenda Item 4

APPLICABILITY DATES FOR IMPLEMENTATION OF THE SAFETY MANAGEMENT PROVISIONS

SAFETY MANAGEMENT SYTEMS (SMS)

Annex 1	18 November 2010
Annex 6 (Parts 1 & 111)	19 November 2009
Annex 8	14 November 2013
Annex 11	23 November 2006
Annex 13	19 November 2009
Annex 14, Volume 1	23 November 2006

STATE SAFETY PROGRAMME (SSP)

All States	18 November 2010

REPORT ON AGENDA ITEM 5: ESTABLISHMENT OF STATE'S SAFETY OVERSIGHT SYSTEM AND MID RSOO

5.1 The meeting recalled that the Directors General of Civil Aviation Conference on "Global Strategy for Aviation Safety" (DGCA/06) held in Montreal in March 2006 agreed that , in view of the continuing difficulties faced by several States and the resulting need for assistance, ICAO, States, industry, and donor organizations should direct resources towards the establishment of sustainable safety oversight solutions.

5.2 The meeting recognized that the *Safety Oversight Manual Doc 9734* provides guidance to assist States with establishment of a national safety oversight system (Part A) and Regional Safety Oversight Organizations (RSOOs) (Part B). The Manual also outlines the duties and responsibilities of States, individually and/or collectively, with respect to the establishment and management of a regional safety oversight system. It is addressed to high-level government decision makers, as it highlights States' obligations as signatories to the *Convention on International Civil Aviation* (Chicago Convention).

5.3 The meeting was informed that MIDANPIRG/11 noted that the lack of adequate safety oversight capabilities and infrastructure within the Civil Aviation Authority is a common observation identified in the MID Region. The meeting pointed out that the establishment and management of a sustainable safety oversight system requires high-level government commitment. Without such commitment States cannot satisfactorily discharge their aviation system safety-related responsibilities in accordance with the Convention on International Civil Aviation.

5.4 The meeting re-iterated MIDANPIRG/11, Conclusion 11/87 "*ENHANCEMENT OF MID STATES' CAPABILITIES FOR SAFETY OVERSIGHT***"** and recalled that through this Conclusion MIDANPIRG/11 urged States to cooperate bilaterally and/or jointly as a group of States to make the appropriate arrangements in order to strengthen their safety oversight capabilities. The meeting noted that safety oversight audits and audit follow-ups conducted by ICAO indicated that a number of States have not been able to implement an effective safety oversight system over their aviation activities. The main reason identified for this situation is lack of adequate resources, specifically in terms of qualified technical expertise. This has led ICAO to conclude that regional or sub-regional safety oversight organizations may be required to overcome this problem through shared objectives, strategies, and activities and, most importantly, that they would enable States to pool resources and thus be able to attract, recruit, and retain appropriately qualified and experienced personnel in the aviation fields.

5.5 The meeting recognized that the effectiveness of a regional safety oversight system, like that of an individual State's safety oversight system, depends highly on the effective implementation of the critical elements of a safety oversight system. The critical elements of safety oversight in general address issues related to:

- primary aviation legislation (CE1);
- specific operating regulations (CE2);
- state civil aviation system and safety oversight functions (CE3);
- technical personnel qualification and training (CE4);
- technical guidance, tools and provision of safety critical information (CE5);

- licensing, certification, authorization and/or approval obligations (CE6);
- surveillance obligations (CE7); and
- resolution of safety concerns (CE8);

5.6 The meeting noted the guidance on the establishment and implementation of a regional safety oversight system which include a comprehensive plan that applies a systemic approach and focuses on both the oversight capability of States and the effective implementation of the safety oversight critical elements as part of the permanent activities of a regional safety oversight system.

5.7 The meeting recalled that ICAO, through its Technical Cooperation Programme, has formulated intra-State (regional) projects, known as the Cooperative Development of Operational Safety and Continuing Airworthiness Projects (COSCAPS). These projects are designed to achieve a level of regional cooperation that will ensure cost-effectiveness and optimization of human resources. The goal is to overcome financial and labour shortages that have adversely affected the effective implementation of States' safety oversight obligations in the past and thus achieve regional harmonization of safety regulations, policies and procedures. It was also noted that COSCAPS represent the first step towards establishment of RSOOs. The meeting noted that a COSCAP-GS (Gulf States) has been established in the MID Region since January 2006.

5.8 The meeting agreed that regional safety oversight systems provide economies of scale by allowing for the sharing of required resources and providing administrative savings by sharing costs that would otherwise be prohibitive given an individual State's resources. In addition, it was highlighted that Regional programmes can be more effective through joint action, as they can address external factors and constraints more effectively. Participant States will also increase their capacity to develop harmonized regulations adapted to their local environment and in compliance with ICAO Standards and Recommended Practices (SARPs).

5.9 The meeting noted Iran's strong support for the establishment of a MID RSOO and its willingness to host such an Organization in Tehran providing all administrative and logistic support for the set up of this MID RSOO.

5.10 Based on the above, the meeting agreed that a regional strategy should seek to empower States to determine common priorities and programmes, to solve regional safety-related deficiencies and, eventually, to secure financial support for improving the regional aviation structure and implementing a more efficient allocation of resources.

5.11 It was highlighted that prior to the establishment of a regional safety oversight system, States willing to participate in this regional project should formulate a strategy that is well-defined in terms of purpose, objectives, activities, output, result indicators, duration and the expected results or outcomes from establishing an effective regional safety oversight system. It was underlined that ICAO can play a significant role in assisting States in the development of such a strategy. The meeting recognized that the reasons for adopting a strategy to establish an RSOO include:

a) eliminate duplication of effort by standardizing regulatory and enforcement provisions over a large area of aviation activities;
b) achieve economies of scale leading to effectiveness and efficiency;
c) pool human and financial resources;
d) institute effective regional programmes through the joint action of States;
e) address external factors and constraints more effectively;
f) develop and implement a safety management system that would allow for the implementation of similar standards and procedures to measure the safety performance of civil aviation organizations in the region;
g) supplement shortfalls in the scope of domestic or bilateral interventions;
h) prove organizational ability by testing activities before making important commitments under national programmes;
i) meet industry expectations by encouraging compliance and providing the support to enable industry to demonstrate compliance with regulations;
j) demonstrate, as a responsible regional organization, improved regional solidarity;
k) improve the objectivity and independence of inspectors; and
l) develop the capability for drafting and amending regulations and procedures as well as for producing clearer standards based on international requirements and adapted to the regional environment and aviation industry needs.

5.12 Based on the above, the meeting agreed that the participation of a minimum number of States is required to ensure that the establishment of a MID RSOO is both realistic and feasible. One of the avenues available for establishing such an organization is to enter into a regional agreement by signing a Memorandum of Understanding (MOU) or a Memorandum of Cooperation (MOC). The agreement document should emphasize the need to coordinate and harmonize the principles, rules, and procedures for conducting effective safety oversight in each of the member States, taking advantage of the opportunities presented by pooling resources and expertise. As a follow up action, the meeting agreed that the ICAO MID Regional Office issue a State Letter in order to ask States officially about their views/intentions for the establishment of a MID RSOO. The meeting was of the view that the State letter might seek feedback on the following issues; State preferences for area(s) to be addressed, hosting Sate, membership, financial arrangements.

5.13 Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 1/2: ESTABLISHMENT OF A MID REGIONAL SAFETY OVERSIGHT ORGANIZATION (RSOO)

*That, States be requested to inform the ICAO MID Regional Office about their views/intentions for the establishment of a MID RSOO, prior to **31 December 2010**.*

REPORT ON AGENDA ITEM 6: IMPROVING AVIATION SAFETY

6.1 ICAO Universal Safety Oversight Audit Programme (USOAP)

6.1.1 The meeting recalled that USOAP audits focus on the State's capability for providing safety oversight by assessing whether the critical elements of a safety oversight system have been implemented effectively. The audit also determines the State's level of implementation of safety-relevant ICAO Standards and Recommended Practices (SARPs), associated procedures, guidance material and practices.

6.1.2 The meeting recognized that in-depth analysis of the audit results increases the knowledge and understanding of the specific areas where, there is a need to focus efforts to further enhance aviation safety. The analysis determines the types of difficulties experienced by States in establishing an effective safety oversight system in each of the eight areas audited:

a) primary aviation legislation and civil aviation regulations;
b) civil aviation organization;
c) personnel licensing and training;
d) aircraft operations;
e) airworthiness of aircraft;
f) aircraft accident and incident investigation;
g) air navigation services; and
h) aerodromes.

6.1.3 The meeting noted that as of 31 May 2010, ten (10) MID States have been audited within the framework of the USOAP Programme. The analysis of the audit results is shown in **Appendix 6A** to the Report on Agenda Item 6. In particular, it was noted that the lack of effective implementation of the eight Critical Elements (CEs) of Safety Oversight for the 10 audited MID States averages 36.81%. The highest lack of effective implementation is related to CE4 (60.63%) which is Qualification and Training of Technical Staff involved in carrying out regulatory functions, while the second highest area is related to CE8 (44.76%) which is the Resolution of Safety Concerns.

6.1.4 With regard to CE2 (Specific Operating Regulations), it was highlighted that the identification and notification of differences to the ICAO SARPs represent the highest percentage of lack of effective implementation (62.96%).

6.1.5 For CE3 (State Civil Aviation and Safety Oversight Functions), the big concern is related to staffing and recruitment procedure (68.48%) followed by the definition of functions and responsibilities (42.68%).

6.1.6 The meeting further noted that the highest lack of effective implementation related to surveillance obligations, (CE7) concerns the area of Air Navigation Services (50.75%) followed by the area of Aircraft Operations (45.45%) and Aerodromes (38.52%).

6.1.7 The meeting carried out an in depth analysis of the USOAP audit results of the 10 audited MID States in the different ANS fields highlighting the major areas of concern based on the protocol questions which were Not Satisfactory (NS) for more than 70% of the cases as shown in **Appendix 6B** to the Report on Agenda Item 6.

6.1.8 Based on the above, the meeting recognized that the separation between the regulatory and service provision functions is an important issue for the ATM and AIS fields. It was also emphasized that there is a lack of qualified technical staff to carry out safety oversight functions in all ANS fields, especially for the cartographic services, PANS-OPS, AIS and ATM. However, it was highlighted that the lack of ANS inspectors is due mainly to the non-establishment of an ANS safety oversight system in which; the majority of the cases are also due to the non-separation of the regulatory and service provision functions. The lack of training (CE4), surveillance (CE7) and resolution of safety concerns (CE8) are all consequences of the non-establishment of an ANS safety oversight system. In this regard, the meeting recalled the following graph from the Safety Oversight Manual, which illustrates that CE1 to CE5 are the basis for the establishment of the safety oversight system, while CE6 to CE8 are related to the implementation of the system:

Critical Elements of a State's Safety Oversight System

6.1.9 The meeting also noted the analysis of the audit results of the ten (10) MID States in the area of aerodromes within the framework of the USOAP Programme as shown in **Appendix 6C** to the Report on Agenda Item 6 which indicated the percentage of lack of effective implementation of the eight Critical Elements of Safety Oversight for the ten (10) audited MID States in the aerodrome area.

6.1.10 With a view to further enhance the safety of aerodrome operations; the meeting carried out a detailed analysis to determine the types of difficulties experienced by States in establishing an effective safety oversight system of their aerodromes, highlighting the major areas of concern based on the protocol questions which were Not Satisfactory (NS) for more than 80% of the cases as shown in **Appendix 6D** to the Report on Agenda Item 6.

6.1.11 Based on the above the following is highlighted:

a) lack of separation between the regulatory and service provision functions (in 80% of audited MID States) (CE3);

b) lack of defined duties and responsibilities for aerodrome regulatory positions;

c) minimum qualifications required to carry out certification of aerodromes and wide scope aerodrome safety oversight functions, were not defined (CE4);

d) lack of qualified technical staff/aerodrome inspectors to carry out safety oversight functions in the aerodrome area (in more than 80% of the audited MID States); and

e) technical training programme was not established and training plans were not developed nor implemented (CE4) (in more than 90 % of audited MID States).

6.1.12 As a result; the continuous surveillance of certified aerodromes (self-audits, inspections and test) required (CE7) were also not effectively implemented (more than 80% of audited States).

6.1.13 The meeting also noted that ten (10) States that were audited have not either promulgated a requirement for certified aerodromes to implement an SMS (CE2) and/or it has not been fully implemented in any of them. Nine States neither developed nor issued guidance (CE5) to aerodrome operators and regulatory staff on the use of aeronautical studies/risk assessments and their evaluation. None of the ten (10) States managed and controled the use of aeronautical studies/risk assessments in granting exemptions or exceptions to the requirements in the aerodrome area, including:

a) process to review the validity of the rationale for seeking and justifying the application for exemption, as well as the continuing need;

b) guidance on how to assess the outcomes of the use of risk assessments or aeronautical studies; and

c) process to assess whether exemptions or exceptions to be granted would lead to a change in the notification status of differences to SARPs, publish in a document which is publicly accessible, such as the aerodrome certificate or the State AIP (CE7).

6.1.14 In this regard, the meeting recognized the interrelation between the eight (8) CEs and the consequences of lack of their effective implementation at the aerodrome area.

6.1.15 The meeting recalled that the analysis of the most significant root causes for the non-elimination of reported Air Navigation deficiencies with priority A & U in the MID Region indicated at the Report on Agenda Item 3 concluded also, that the lack of qualified human resources; is the highest contributing factor.

6.1.16 In connection with the above the meeting recalled that the High Level Safety Conference, held in Montreal, 29 March – 01 April 2010 (HLSC, 2010) through Conclusion 2/3 agreed that safety information made available by ICAO should be used by Member States, Regulators, Organizations and other Donors to prioritize technical and financial assistance with particular priority given to assisting regional cooperation projects in States whose safety performance is not at an acceptable level and where political willingness exists to improve State safety oversight functions.

6.2 Runway Excursions - Emerging Concern

6.2.1 The meeting was apprised of the ICAO annual Accident Statistics briefing for the period from 1999 to 2008 that identifies trends from accident data. Further, the trends support the prioritization of safety activities in the work programme of ICAO.

6.2.2 The meeting noted that the statistics were derived from the Accident/Incident Data Reporting system (**ADREP**) that is operated and maintained by ICAO. It is estimated that up to 45% of accidents/serious incidents in 2008 were not officially notified to ICAO and that detailed information on accidents / incidents can be accessed at:
http://www.icao.int/fsix/adrep/index.html.

6.2.3 It was pointed out that the 2008 fatal accident rate for aircraft with a MTOW> 2250 kg on passenger-scheduled services is approximately 0.5 accidents per million departures and that this rate has been constant since 2003.

6.2.4 The meeting also noted that there were twelve accidents in scheduled operations in 2008 and that the number of accidents in schedule operations has risen steadily since 2003.

6.2.5 With regard to the MID Region; the meeting noted that from 1999 to 2003 the MID region averaged just under 4 accidents per year and that from 2004 to 2008 the MID region accident rate was just over 4 accidents per year. By comparison, between 1999 to 2003 aircraft registered in the MID region were involved in just under 4 accidents per year. The 2004 to 2008 accident rate for aircraft registered in the MID region was 6 per year.

6.2.6 The meeting noted with concern that the accident rate for MID region registered aircraft is in excess of twice the World Average of 0.86 accidents per million departures.

6.2.7 The meeting also noted that on a global basis controlled flight into or toward terrain and loss of control-in flight are the highest occurrence categories. In the MID Region runway excursions are an emerging concern. The meeting supported the view that organisational defences that are designed to mitigate the hazard include the effective oversight of service providers and ATC.

6.2.8 In an effort to foster the development and implementation of Runway Safety Programme; the meeting recalled that MIDANPIRG/11 meeting adopted Conclusion 11/10 to improve safety of runway operations:

CONCLUSION 11/10: DEVELOPMENT OF RUNWAY INCURSION PREVENTION PROGRAMME AT MID AERODROMES

That, MID States provide the MID Regional Office with the following information, not later than, 30 August 2009:

a) status of development and implementation of "Runway incursion programme and if not yet done so, prepare a detailed action plan for each International aerodrome, to fulfil relevant ICAO requirements contained at Annex 14 Volume I and relevant ICAO specifications;

b) advise if ICAO assistance is required; and

c) AOP Sub-Group to review information collected on the status of development of runway incursion prevention programme for further course of actions.

6.2.9 The meeting was appraised on the follow-up actions taken by the AOP SG/7 (06-08 March 2010) that indicated two States have provided information on the status of development of their runway incursion prevention programme and that the Conclusion has also been reiterated. Moreover, the USOAP findings confirmed that the majority of MID States have not implemented either a runway incursion or a runway excursion prevention programme.

6.2.10 The meeting was informed that the HLSC, 2010 highlighted the runway safety concerns and recommended that ICAO organizes a series of Regional Runway Safety Summits aimed at raising the awareness of, and supports States efforts to, enhance safety of runway operations.

6.2.11 The meeting agreed that the term "Runway Safety Programme" would be appropriate and this includes both Runway incursion and excursion prevention. The attention of the meeting was drawn to an updated version of The Runway Incursion Severity Classification Calculator (RISC) which constitutes part of the ICAO Runway Safety Toolkit and can be downloaded from the ICAO-Flight Safety Information Exchange website:
http://www.icao.int/fsix/res_ans.cfm.

6.2.12 The meeting reviewed and agreed that the topics contained at **Appendix 6E** to the Report on Agenda 6 are the most contributing factors to runway excursions and support the need for a MID regional seminar on runway safety with a focus on runway excursions.

Accordingly, the meeting formulated the following Draft Conclusion:

DRAFT CONCLUSION 1/3: ENHANCEMENT OF MID STATES' CAPABILITIES TO ADDRESS RUNWAY SAFETY

That, the ICAO MID Regional Office organize a Runway Safety Seminar during the year 2011, with focus on runway excursion prevention measures.

6.3 English Language Proficiency (ELP)

6.3.1 The meeting recalled that the decision to address language proficiency for pilots and air traffic controllers is longstanding and was first made by the 32nd Session of the ICAO General Assembly in September 1998 as a direct response to several fatal accidents where the lack of proficiency in English was a causal factor.

6.3.2 The meeting recalled that in 1998, the ICAO Assembly, taking note of several accidents and incidents where the language proficiency of pilot and air traffic controller was a causal or contributory factor, formulated Assembly Resolution A32-16. The Resolution urged the Council to direct the Air Navigation Commission (ANC) to consider this matter with a high level of priority, and to complete the task of strengthening provisions related to the use of the English language for radiotelephony communications.

6.3.3 As a result of the above, on 5 March 2003, the ICAO Council adopted Amendment 164 to Annex 1. As of 5 March 2008, the ability to speak and understand the language used for radiotelephony that is currently required for pilots and air traffic controllers shall be demonstrated based on the ICAO language proficiency rating scale (at Level 4 or above). Additionally, since November 2003, Annex 10 has required the availability of English language at all stations on the ground serving designated airports and routes used by international air services.

6.3.4 The meeting noted the General Assembly Resolution A36-11 on Proficiency in the English language used for radiotelephony communications, as well as the language proficiency requirements set out in Annexes 1, Annex 6 and Annex 11 *and* urged States that are not in a position to comply with the language proficiency requirements by the applicability date (5 March 2008) to post on the ICAO website in accordance with the resolution's Associated Practices and ICAO guidance material their language proficiency implementation plans including their interim measures to mitigate risk, as required, for pilots, air traffic controllers and aeronautical station operators involved in international operations. The resolution also directed the Council to provide guidelines to States on the development of implementation plans, including an explanation of the risk mitigation measures so as to enable States to post their plans as soon as practicable, but prior to 5 March 2008. The implementation plan shall provide the steps to be taken by States to meet the requirements and to mitigate risks during a transition period from the applicability date until 5 March 2011.

6.3.5 The meeting acknowledged that the safety requirement for effective communication is an on-going safety challenge and that all States and organizations have roles to play in improving communications. The challenges include:

- awareness of flights on the same frequency with similar flight numbers;
- comprehension issues in normal and non normal situations;
- controllers operating multiple frequencies without pilots being able to hear transmissions from aircraft on the multiple frequencies;
- multiple accents;
- multiple instructions in a single transmission;
- omitting "call sign" when responding to a request;
- sector congestion;
- speaking over another station;
- speaking too fast;
- timing of communications in high workload situations;
- unwillingness to seek clarification;
- use of "closed" questions instead of "open" questions; and
- use of non standard phraseology.

6.3.6 The meeting recalled that the ATM/SAR/AIS SG/11 meeting in Bahrain in November 2009 reviewed and analyzed the Status of Implementation of Language Proficiency Requirements in the MID Region as shown at **Appendix 6F** to the Report on Agenda Item 6.

6.3.7 The meeting recalled that the Standard in Annex 1 stipulates recurrent testing for pilots and controllers who demonstrate language proficiency below Expert Level 6. In addition, Annex 1 para. 1.2.9.7 contains a Recommendation with respect to the maximum period between proficiency evaluations:

> **Recommendation. —** *The language proficiency of aeroplane, airship, helicopter and powered-lift pilots, flight navigators required to use the radiotelephone aboard an aircraft, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) should be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:*
>
> *a) those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and*
>
> *b) those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years.*

6.3.8 Based on the above, it was highlighted that the maximum recommended period between evaluations is three years for Operational Level 4 proficiency. Accordingly, the meeting agreed to adopt the three year evaluation period for Operational Level 4 proficiency for the MID Region.

6.3.9 The meeting also recalled that the ATM/SAR/AIS SG/11 meeting recognized that although good progress has been achieved in the implementation of ICAO English Language Proficiency (ELP) provisions in the MID Region yet some States have not completed the implementation and were requested to take necessary measures to ensure compliance with the requirements before 5 March 2011 and accordingly, the ATM/SAR/AIS SG/11 meeting agreed to the following Draft Conclusion which is proposed to replace and supersede MIDANPIRG Conclusions 11/36 and 11/37:

DRAFT CONCLUSION 11/13: USE OF THE ENGLISH LANGUAGE AND STANDARD ICAO PHRASEOLOGY

That, in order to expedite the process of implementation of the ICAO Language Proficiency requirements, MID States that have not already done so be urged to:

a) adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) in their national legislation;

b) assess current language proficiency level of air traffic controllers and pilots according to the ICAO rating scale;

c) ensure that all stakeholders (pilots, air traffic controllers, language teachers, regulators, etc.) are familiar with the ICAO language proficiency requirements;

d) ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and

e) present on regular basis reports to ICAO MID Regional Office on the progress achieved in preparing for implementation of ICAO language proficiency requirements.

6.3.10 Based on the above, the meeting agreed to the following Draft Conclusions which are proposed to replace and supersede MIDANPIRG/11 Conclusions 11/36 and 11/37 and the ATM/SAR/AIS SG/11 Draft Conclusion 11/13

DRAFT CONCLUSION 1/4: USE OF THE ENGLISH LANGUAGE AND STANDARD ICAO PHRASEOLOGY

That, in order to expedite the process of implementation of the ICAO Language Proficiency requirements, MID States that have not already done so, be urged to:

a) *adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) in their national regulations;*

b) *assess current language proficiency level of air traffic controllers and pilots according to the ICAO rating scale;*

c) *ensure that all stakeholders (pilots, air traffic controllers, language teachers, regulators, etc.) are familiar with the ICAO language proficiency requirements;*

d) *ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and*

e) *take necessary measures to ensure that those individuals demonstrating language proficiency at the Operational Level 4 are re-evaluated every three years.*

DRAFT CONCLUSION 1/5: SURVEY ON THE STATUS OF IMPLEMENTATION OF ENGLISH LANGUAGE PROFICIENCY (ELP) IN THE MID REGION

That, the ICAO MID Regional Office carry out a survey to collect information on the status of implementation of English Language Proficiency (ELP) in the MID Region, prior to 31 December 2010.

6.4 Global Aviation Safety Plan (GASP)

6.4.1 The meeting received an overview of the Global Aviation Safety Plan (GASP) developed by ICAO and noted that detailed information on GASP is available on the ICAO web site: http://www.icao.int/fsix/gasp.cfm.

6.4.2 The meeting was appraised of three safety targets to be achieved by 2011:

a) reduce the number of fatal accidents and fatalities worldwide irrespective of the volume of air traffic;

b) achieve a significant decrease in accident rates, particularly in regions where these remain high; and

c) no single ICAO region shall have an accident rate more than twice the worldwide rate.

6.4.3 It was also recognized that the objective of the planning process is to collaboratively develop an action plan that defines the specific activities that should take place in order to improve safety. It begins with an analysis of what the situation is today, and then compares it to where the organization would like to be. This “gap analysis” identifies specific steps that can be taken to reach the desired goal. The developers of the plan then decide what specific actions will be taken and in which order — in other words, generating a prioritized action list. From that list, the developers build an action plan, which in addition to identifying the actions to be taken, determines who is responsible for them. The process is illustrated in the flow chart as at **Appendix 6G** to the Report on Agenda Item 6.

6.4.4 Global Safety Indicators (GSIs) found at **Appendix 6H** to the Report on Agenda Item 6 are designed to support the implementation of the ICAO Safety Strategic Objective and other safety objectives that might be established by regions, States or industry. The GSIs identify the areas on which the safety efforts should be focused to best achieve improvement in safety. Planning and implementation should be started in the near-term and progressed in an evolutionary manner. Long-term initiatives necessary to guide the evolution to a safer civil aviation system will be added to the Global Aviation Safety Plan as they are developed and agreed to.

6.4.5 The meeting recalled that the initiatives are also provided to facilitate the planning process and should not be viewed as stand-alone work items, but rather, in many cases, as interrelated. Therefore, initiatives are quite capable of integrating with, and supporting each other. Each GSI identifies the corresponding Focus Areas of the Global Aviation Safety Roadmap and include references to the Roadmap Best Practices as guidance for the development of implementation activities under each GSI.

6.4.6 The meeting noted that ICAO continues to participate actively in the work of the Industry Safety Strategy Group (ISSG) that is maintaining the Global Aviation Safety Roadmap with the objective of maintaining the synchronization and complementary nature of the two documents.

6.4.7 In brief, the meeting recognized that the Global Aviation Safety Plan (GASP) utilizes a bottom-up approach that allows groups of States to analyze gaps and implement action plans to meet specific needs by leveraging existing political and economic structures between them. This approach has the advantages of facilitating a pooling of resources, as well as supporting a dynamic exchange of information.

6.4.8 In this regard, the meeting noted that subsequent to the work done by ICAO to harmonize safety planning on a global basis, the 36th Session of ICAO Assembly resolved (A 36-7: ICAO Global Planning for safety and efficiency refers) that these global plans provides the framework in which regional, sub regional, national implementation plans will be developed and implemented thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety.

6.4.9 Within the process of Regional follow-up and coordination of the implementation of the Aviation Safety Regional and sub-Regional action plans, the Middle East Region is in the process of establishing a Regional Aviation Safety Group (RASG) to monitor progress, coordinate actions among States and make recommendations to ICAO to facilitate the implementation of the GASP and the associated Global Aviation Safety Roadmap (GASR).

6.5 Establishment of the Regional Aviation Safety Groups (RASGs)

6.5.1 The meeting recalled that subsequent to a decision of the Council of ICAO on 18 March 2008 concerning increasing the effectiveness of Planning and Implementation Regional Groups (PIRGs), the Air Navigation Commission (ANC) initiated a study aimed at identifying a regional mechanism to address safety issues and to facilitate the implementation of the Global Aviation Safety Plan (GASP) and the associated Global Aviation Safety Roadmap (GASR) on an ICAO region wide basis. Accordingly, the meeting noted that the ICAO Council at the forth of its 190th Session held on 25 May 2010 approved the establishment of RASGs(C_DEC 190/4) with

Terms of Reference (TOR) as at **Appendix 6I** to the Report on Agenda Item 6.

6.5.2 It was highlighted that RASG-MID will serve as a regional cooperative forum integrating global, regional, sub-regional, and national and industry efforts in continuing to enhance aviation safety in the Middle East Region.

6.5.3 Additionally, the meeting noted that RASGs are expected to build on the work already done by the existing sub regional organizations and will facilitate the exchange of best practices, cooperation and collaboration using a top-down approach complementing the bottom-up approach of planning by sub regions, States and industry.

6.6 ICAO Universal Safety Oversight Audit Programme beyond 2010 - Continuous Monitoring Approach (CMA)

6.6.1 Under this sub-Agenda Item, the meeting recalled that in September 2007, the 36th Session of the ICAO General Assembly Resolution A36-4, directed the Council to examine different options for the continuation of the USOAP beyond 2010, including the feasibility of applying a new approach based on the concept of continuous monitoring. It was noted that pursuant to A36-4 Resolution, the Council directed the Secretariat to look at the future of the Programme beyond 2010, with a view to incorporate the analysis of safety risk factors, adopting a more proactive approach and making a more effective and efficient use of the resources made available to the Programme, including the role of other Bureaux of the Organization as well as the Regional Offices. To this end, in July 2008 the Secretariat established a Study Group to examine the feasibility of adopting a CMA. The Study Group considered six options and resolved that, in order to ensure efficiency, long-term sustainability and cost effectiveness, preference should be given to the application of a CMA for the continuation of USOAP beyond 2010.

6.6.2 The meeting noted that the Council examined the Study Group's conclusions during its 187th Session and directed the Secretary General to develop the methodology and tools required to implement a CMA, including the necessary detailed guidance to States. It was also highlighted that the Council directed the Secretary General to conduct targeted ICAO Coordinated Validation Missions (ICVMs) during the transition phase. Three ICVMs were conducted on experimental bases in the year 2010.

6.6.3 The meeting was briefed on the CMA concept that will involve the establishment of a system to monitor the safety oversight capability of Contracting States on an ongoing basis and with a harmonized and consistent approach towards assessing the safety level of aviation activities and evaluating safety management capabilities. The CMA will require the establishment of a centralized database and online reporting system to properly manage information received from different sources on an ongoing basis. Under this approach, the USOAP will provide enhanced flexibility by implementing tailored audits and will be capable of identifying when other types of intervention, such as operational or technical assistance, are required. Continuous feedback from the States will be necessary under the CMA in order for ICAO to determine the type of intervention strategy required in each case. Such intervention activities might include both targeted and/or full-scale audits of a State' aviation safety oversight capability.

6.6.4 In this respect, the meeting recalled that ICAO has provided Contracting States with a formal notification of the decision of the Council to adopt a CMA and a draft Assembly Resolution including a detailed transition plan leading to the introduction of the CMA, including timelines will be presented to the next ordinary session of the Assembly/37 in October 2010.

6.6.5 The meeting noted that the continuous feedback from States will be necessary under the CMA in order for ICAO to determine the type of intervention strategy required in each case. Such intervention activities will include both targeted and full-scale audits of a State' aviation safety oversight capability. The plan ensures that the methodology and tools required to implement a CMA are developed and that the necessary detailed guidance is provided to States in a timely manner.

6.7 The High-Level Safety Conference (HLSC), Montreal 2010

6.7.1 Information on the outcome of the High-Level Safety Conference (HLSC) that was held in Montreal, Canada from 29 March to 1 April 2010 was presented to the meeting. The Conference was attended by 551 participants from 117 Contracting States and Observers representing 32 international organizations.

6.7.2 The Conference was the third in a series of ground-breaking meetings to fundamentally overhaul the way in which safety issues are managed globally. The focus of the HLSC, 2010 is the sharing of safety information – an essential element in the global safety strategy, that build on the concept of transparency and demonstrate global capability to work together to achieve additional improvements in safety where they are most needed.

6.7.3 The Conference recognized that proactive safety strategies to avert potential accidents cannot be based on simply reacting to serious events and that there is a need to fully understand the risks associated with the many facets of today’s complex aviation system. Moreover, while vast amounts of data are regularly collected, the problem is that this information is not effectively shared. The time has come to ensure that all critical safety-related information is disseminated throughout the international aviation community and processed using globally harmonized analysis methods.

6.7.4 While ICAO is currently developing an internal integrated safety trend analysis and reporting system that will eventually have the capability to analyze various types of data, thereby creating a multidimensional assessment of emerging safety issues, the success of these efforts, however, will ultimately rest on policy decisions that facilitate the free exchange of information. Simply stated, the sharing of valuable safety information must become the norm, rather than an exceptional practice among States and concerned aviation stakeholders. Based on that, ICAO will continue to work in a transparent manner, assuring that information learned through the continuous monitoring process to promote aviation safety, and not used for the purpose of retribution or economic advantage.

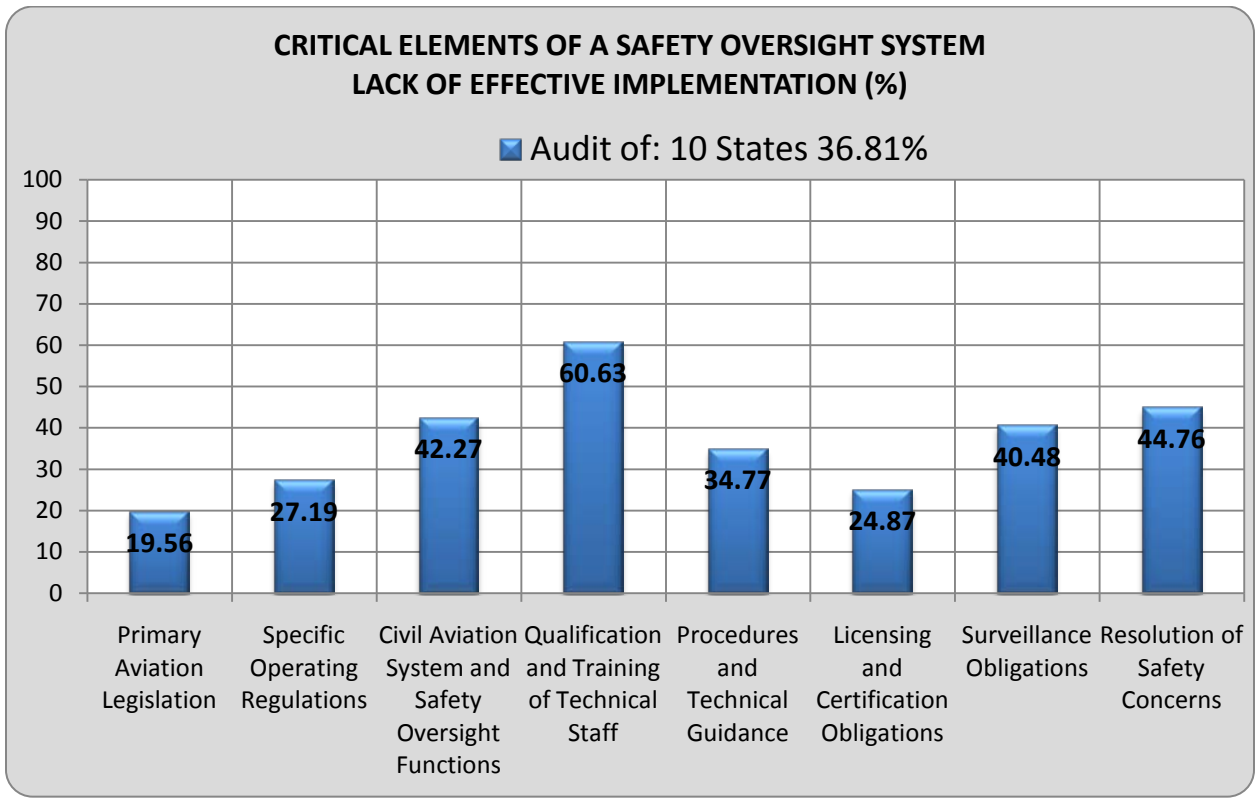
6.7.5 The meeting noted that the HLSC agreed that on the need to achieve a further reduction in the number of accidents and especially fatal accidents to maintain the public confidence in the safety of the global air transport system; and that States should support an ICAO safety framework based on sound safety management principles and processes, in addition to that, business aviation safety information needs to be recognized and incorporated into ICAO's safety framework.

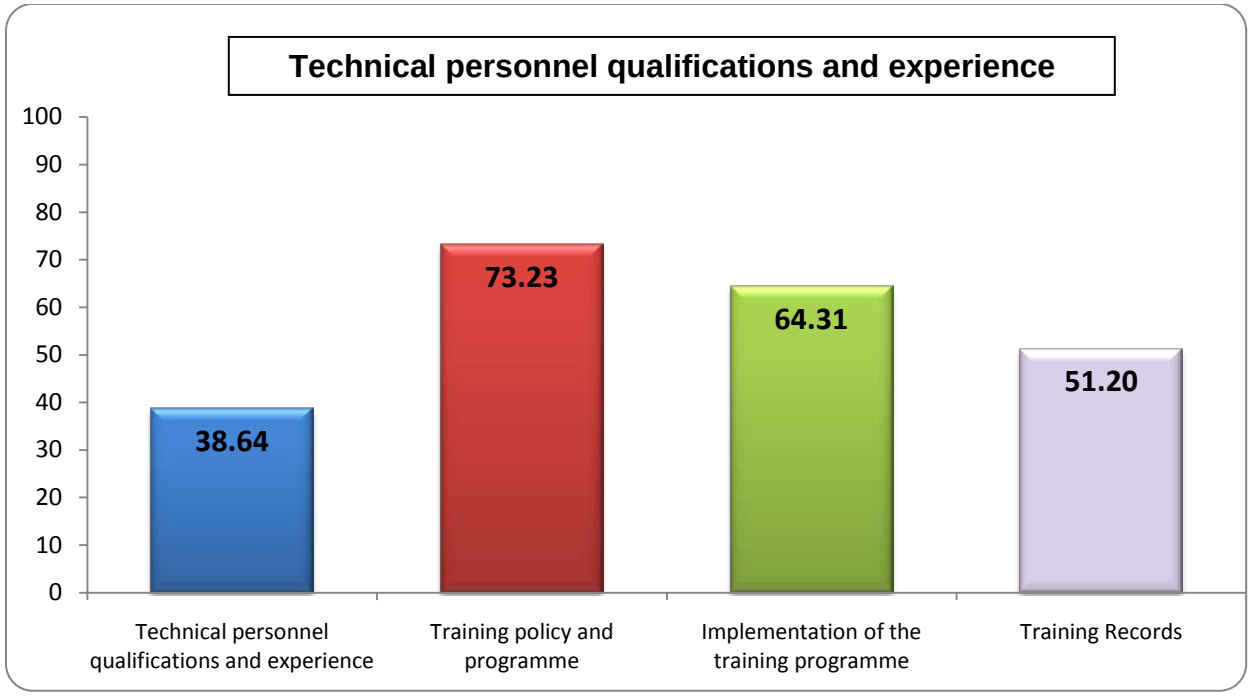
6.7.6 The meeting noted that the HLSC fully supports the evolution of the ICAO Safety Oversight Audit Programme toward the Continuous Monitoring Approach (CMA) that will provide ICAO with valuable safety information to be shared with the international community. As a supplement to the robust USOAP audit data, continuous monitoring will create a steady flow of information allowing for more timely identification, analysis and mitigation of emerging safety issues following proactive safety strategies.

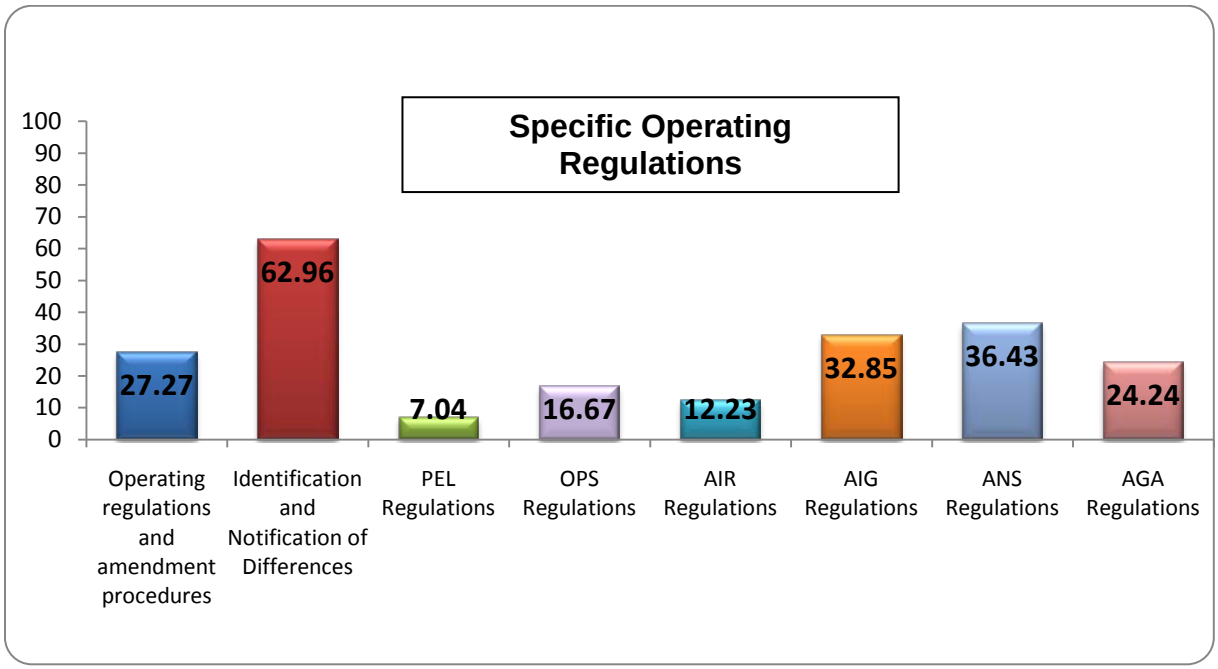
6.7.7 The meeting also noted that the Conference has taken an important step in endorsing the creation of a dedicated Safety Annex; the new Annex will provide for better management and alignment of ICAO Standards and Recommended Practices that will allow safety professionals in the international community to have a clearer understanding of what is expected of them.

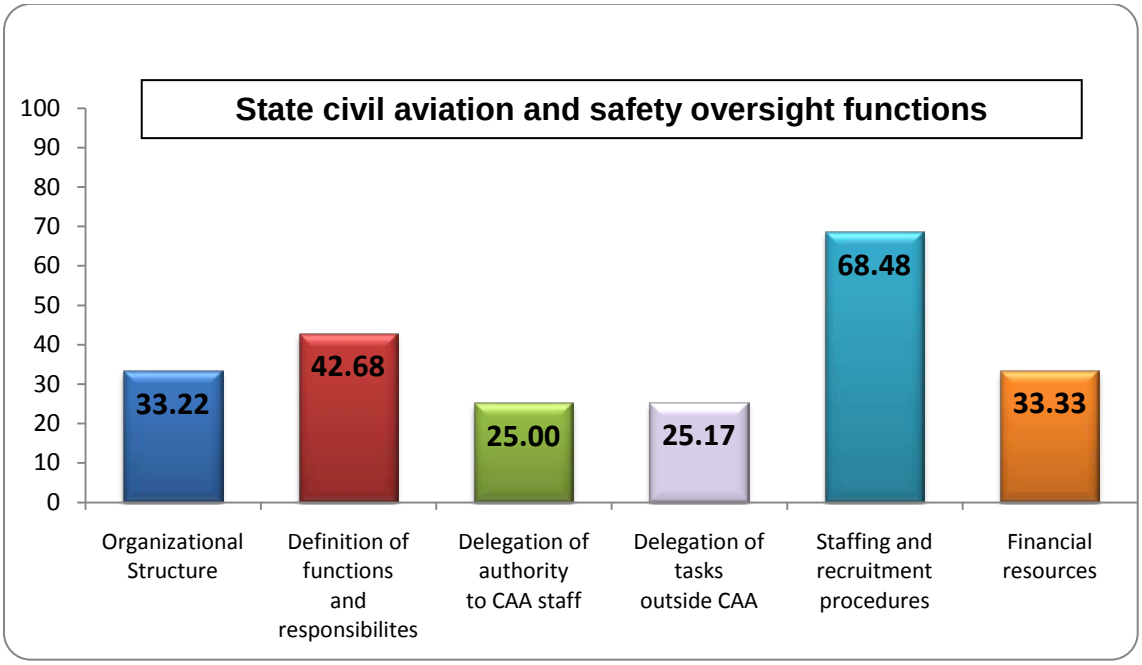
6.7.8 Detailed Conclusions and Recommendations of the HLSC, 2010'were made available to the meeting and could be downloaded at: http://www2.icao.int/en/HLSC/default.aspx.

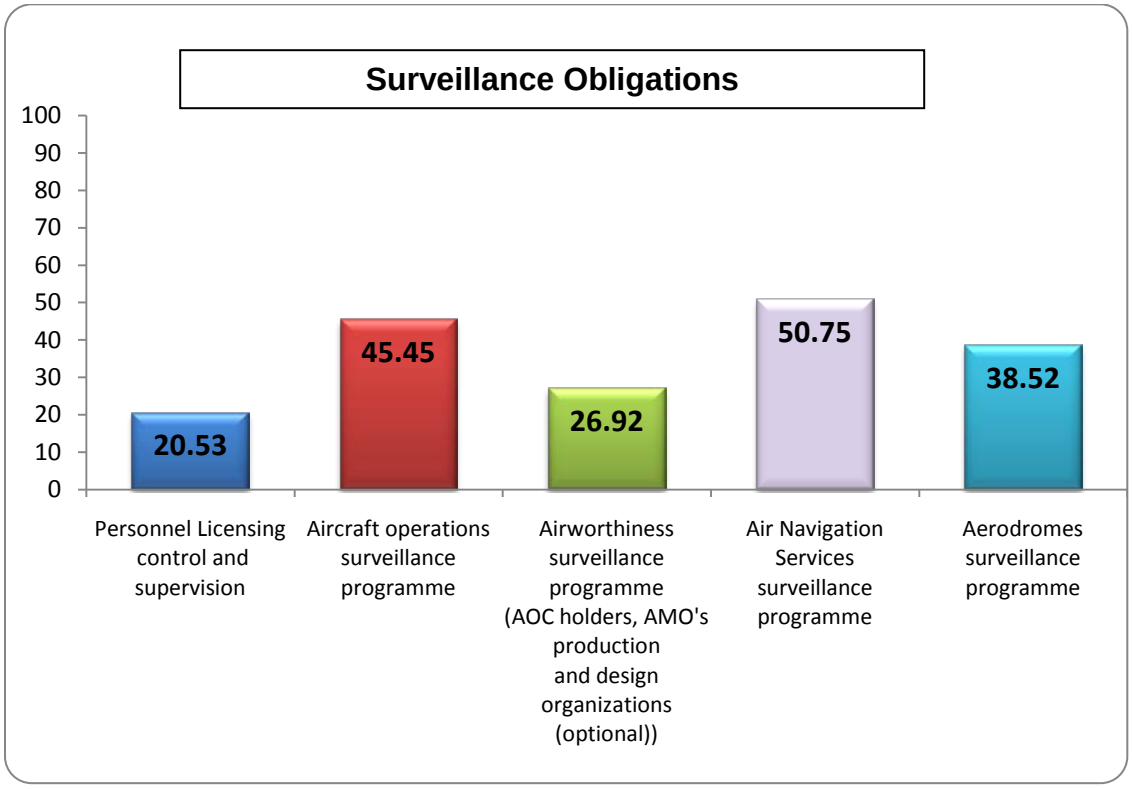
Analysis of the USOAP results of the 10 Audited MID States (as of 31 May 2010)




Technical personnel qualifications and experience
100
90
80
70
60
50
40
30
20
10
0
38.64
73.23
64.31
51.20
Technical personnel qualifications and experience
Training policy and programme
Implementation of the training programme
Training Records


Specific Operating Regulations
100
90
80
70
60
50
40
30
20
10
0
27.27
62.96
7.04
16.67
12.23
32.85
36.43
24.24
Operating regulations and amendment procedures
Identification and Notification of Differences
PEL Regulations
OPS Regulations
AIR Regulations
AIG Regulations
ANS Regulations
AGA Regulations


State civil aviation and safety oversight functions
100
90
80
70
60
50
40
30
20
10
0
33.22
42.68
25.00
25.17
68.48
33.33
Organizational Structure
Definition of functions and responsibilites
Delegation of authority to CAA staff
Delegation of tasks outside CAA
Staffing and recruitment procedures
Financial resources


Surveillance Obligations
100
90
80
70
60
50
40
30
20
10
0
20.53
45.45
26.92
50.75
38.52
Personnel Licensing control and supervision
Aircraft operations surveillance programme
Airworthiness surveillance programme (AOC holders, AMO's production and design organizations (optional))
Air Navigation Services surveillance programme
Aerodromes surveillance programme

Analysis of USOAP results of the 10 Audited MID States (as of 31 May 2010) in the different ANS Fields (PQs with high Non-Satisfactory Status)

Air Traffic Management (ATM):

PQ#	PQ Question	NS	S	N/A	CE
7.051	Is there a distinct separation between the ATS regulatory and service provision functions?	7	3	0	3
7.061	Does the State employ a sufficient number of qualified ATS inspectorate staff to carry out its safety oversight tasks and regulatory functions over its service providers?	9	1	0	3
7.161	Has the State implemented an ATS safety management programme?	8	2	0	3
7.163	If the State has yet to implement systematic and appropriate ATS safety management programmes, has it identified required resources to support implementation?	8	1	1	3
7.165	If the State has yet to implement systematic and appropriate ATS safety management programmes, has it developed guidelines to implement such programmes?	7	2	1	5
7.169	Has the State approved the safety management system established by the ATS provider?	7	2	1	6
7.171	Does the State carry out oversight of the ATS safety management system?	7	2	1	7
7.173	Has the State established criteria for determination of safety performance indicators and safety performance targets to be used for the monitoring of safety performance and the assessment of safety or new systems and procedures within the ATS system?	10	0	0	2
7.177	Does the State ensure that the safety management system developed by the ATS provider includes provisions for safety assessment to be carried out for any safety-related change to the ATC system?	7	3	0	6
7.179	Does the State ensure that adequate provision is made for post-implementation monitoring to verify that the defined level of safety continues to be met?	9	1	0	7
7.189	Has the State established and implemented a runway safety programme?	8	2	0	2

PANS-OPS (Construction of visual and instrument flight procedures):

PQ#	PQ Question	NS	S	N/A	CE
7.203	Are all the functions and responsibilities of the PANS-OPS inspectorate staff adequately defined?	7	3	0	3
7.209	Does the State employ a sufficient number of qualified PANS-OPS inspectorate staff to carry out its safety oversight tasks and regulatory functions over the service providers?	9	1	0	3
7.231	Does the State effectively conduct oversight over its procedures specialists or service providers?	8	2	0	7
7.233	Has the State established a mechanism/system with time frame for elimination of deficiencies identified by PANS-OPS inspectorate staff?	8	2	0	8

Aeronautical Information Services (AIS):

PQ#	PQ Question	NS	S	N/A	CE
7.265	Has the State established a distinct separation between the regulatory body and the entity providing the aeronautical information service?	7	3	0	3
7.267	Does the State ensure that a properly organized quality system in the aeronautical information service has been established?	9	1	0	6
7.269	Does the State employ sufficient qualified technical staff to carry out its oversight tasks over the entity providing the aeronautical information service?	9	1	0	3
7.271	Are all the functions and responsibilities of the AIS inspectorate staff adequately defined?	7	3	0	3
7.287	Does the State effectively conduct oversight over the entity providing the aeronautical information service?	8	2	0	7
7.289	Has the State established a mechanism/system with time frame for elimination of deficiencies identified by AIS inspectorate staff?	8	2	0	8
7.311	Has the State established a mechanism to ensure that aeronautical data quality requirements related to publication resolution and data integrity are in accordance with the provisions of Appendix 7, Tables 1 to 5 of Annex 15?	7	3	0	5

Aeronautical Charts:

PQ#	PQ Question	NS	S	N/A	CE
7.325	Does the State employ a sufficient number of qualified technical staff to carry out its safety oversight tasks over the entity providing the cartographic service?	10	0	0	3
7.327	Are all the functions and responsibilities of the cartographic inspectorate staff adequately defined?	7	3	0	3
7.343	Does the State effectively conduct safety oversight over the entity providing the cartographic service?	8	2	0	7
7.345	Has the State established a mechanism/system with time frame for elimination of deficiencies identified by cartographic inspectorate staff?	8	2	0	8

Communications Navigation and Surveillance (CNS):

PQ#	PQ Question	NS	S	N/A	CE
7.391	Does the State effectively conduct oversight over the entity providing the aeronautical telecommunication service?	6	4	0	7
7.395	Has the State established a mechanism/system with time frame for elimination of deficiencies identified by CNS inspectorate staff?	6	4	0	8

Meteorological services (MET):

PQ#	PQ Question	NS	S	N/A	CE
7.415	Does the State ensure that an agreement has been established between ATS authorities and MET authorities for the provision of MET services?	7	3	0	3
7.417	Does the State ensure that the MET authority employs a sufficient number of qualified MET staff in the inspectorate?	8	2	0	3
7.419	Are all the functions and responsibilities of the MET inspectorate staff adequately defined?	7	3	0	3
7.435	Does the State effectively conduct safety oversight over the entity providing the MET service?	8	2	0	7
7.437	Has the State established a mechanism/system with time frame for elimination of deficiencies identified by MET inspectorate staff?	7	3	0	8
7.451	Does the State ensure that the entity providing the MET service has established a properly organized quality system?	7	3	0	7

Search and Rescue (SAR):

PQ#	PQ Question	NS	S	N/A	CE
7.487	Does the State employ a sufficient number of qualified technical staff to carry out its safety oversight tasks over the RCC and, as appropriate, rescue sub centre (RSC)?	7	3	0	3
7.505	Does the State effectively conduct safety oversight over the RCC and, as appropriate, RSC?	7	3	0	7
7.543	Has each RCC in the State prepared detailed plans of operation for the conduct of SAR operations within its SRR?	7	3	0	5
7.545	Does the State ensure that SAR personnel are regularly trained and that appropriate SAR exercises are arranged?	8	2	0	6

Analysis of Safety Oversight Audit results related to Aerodromes in 10 MID States indicating % of lack of effective implementation of the 8 critical elements

	CRITICAL ELEMENT	LACK OF IMPLEMENTATION
CE 1	**Legislation**	**25.27 %**
CE2	**Operating Regulations and amendment procedures**	**24.24 %**
CE3	**Organization Structure**	**13.13**
CE4	**Technical personnel qualifications and experience**	**38.63 %**
CE5	**Technical guidance, tools and the provision of safety-critical information**	**20.86 %**
CE6	**Aerodrome Certification**	**43.51%**
	Process and Aerodrome Manual	43.51%
	Operational Services	20.47%
	Physical facilities	15.63 %
CE7	**Aerodromes surveillance**	**38.52 %**
CE8	**Resolution of safety concerns**	**51.59**

ANS SG/1
Appendix 6D to the Report on Agenda Item 6

Analysis of USOAP results of the PQs with 80% or higher Non-Satisfactory status highlight areas of concern with regard to aerodromes in the 10 MID Audited States

PQ No.	Protocol Question	NS	S	NA	CE
8.011	If the State is involved in the provision of aerodrome facilities and services, is there a clear separation of authority between the State operating agency and the State regulatory agency?	8	1	1	3
8.033	Are all the functions and responsibilities of the DASS adequately defined?	8	2	0	3
8.039	Does the DASS have sufficient human resources to carry out its functions and mandate?	10	0	0	3
8.045	Do aerodrome inspectors have credentials allowing full access to aerodrome facilities in the State, including any delegated enforcement action against non-compliance with the regulations?	8	2	0	3
8.051	Is there a formal training programme detailing what type of training should be provided to aerodrome regulatory staff?	9	1	0	4
8.053	Has a periodic training plan been developed detailing and prioritizing what type of training will be provided during the established period?	9	1	0	4
8.055	Is the training programme appropriately implemented?	8	1	1	4
8.087	Does the DASS ensure that aerodrome operators employ an adequate number of competent personnel to perform all critical activities for aerodrome operations and maintenance?	8	2	0	6
8.147	Does the State ensure that aerodrome operators have a process for determining and providing relevant information that a runway, or part of, may be slippery when wet, including the minimum friction level for reporting of slippery runway conditions and the type of friction measuring device used?	8	2	0	7
8.171	Whenever a change to the aerodrome physical characteristics, facilities or equipment is proposed, does the DASS have a procedure for evaluating the impact of this change on the safety of the existing operation?	8	2	0	5
8.363	If the State does have a requirement for certified aerodromes to have a SMS in operation, has it been implemented?	10	0	0	6
8.369	Has the State developed and issued guidance to aerodrome operators and regulatory staff on the use of aeronautical studies/risk assessments and their evaluation?	9	1	0	5
8.373	How does the State manage and control the use of aeronautical studies/risk assessments in granting exemptions or exceptions to requirements, including:1. A process to review the validity of the rationale for seeking and justifying the application, as well as the continuing need2. The State process to assess whether exemptions or exceptions to be granted would lead to a change in the notification status of differences to SARPs	10	0	0	5
8.375	How does the State assess the outcomes of the use of risk assessments or aeronautical studies?	8	2	0	7
8.377	How does the State ensure that the outcomes of risk assessments or aeronautical studies, in the form of exceptions for example, are published in a document which is publicly accessible, such as the aerodrome certificate and the State AIP?	9	1	0	7
8.403	Is a formal surveillance programme established for the continuing supervision of the operations conducted by aerodrome certificate holders?	9	1	0	7
8.413	What actions are taken if deficiencies found during an aerodrome operator inspection are not rectified within a reasonable time?	8	2	0	8

**TOPICS RELATED TO RUNWAY EXCURSIONS
AS PART OF A PROPOSED
MID REGIONAL RUNWAY SAFETY SEMINAR**

- Review of Excursion Accidents

- The Approach and Landing Accident Reduction (ALAR) Task Force developed conclusions and recommendations for practices that would improve safety in approach-and-landing, in the following domains:

  Air Traffic Control (ATC) - Training and Procedures;
  Aircraft Equipment;
  Aircraft Operations and Training; and
  Airport Facilities

- Identify factors that prevent the effective implementation of the ALAR recommended practices.

- Flight Operations Inspector (FOI) role in preventing excursions:

  Ensure mature operations manual guidance
  Ensure SOP's incorporate best practise philosophy
  Crew Resource Management (CRM) training emphasis on effective communication
  Integrated approach with Check & Training Captains
  Initial and recurrent training that attains best practise standards

- Topics:

  Attaining full reverse position
  Braking technique
  Call outs for spoiler non activation
  Correct setting of auto brakes
  Flap usage
  Go around criteria
  Stabilised approach criteria
  Touchdown in touch down zone

- ATC

  Accurate winds vs. ATC winds
  Avoid nominating downwind runways especially in wet
  "Hot & High" approaches
  Location of transfer to tower control from approach control
  Speed requirements on final
  Wind shear reports

- Airport

  Declared distances quality requirements
  Runway End Safety Area (RESA) requirement
  Runway drainage, identification of minimum friction level below which information that a runway may be slippery when wet should be made available
  Runway contaminants removal in particular rubber deposits and sand removal
  Measurements for runway friction characteristics and runway pavement maintenance
  Runway strip characteristics and frangibility requirements
  Foreign Object Damage (FOD), movement area inspection and monitoring

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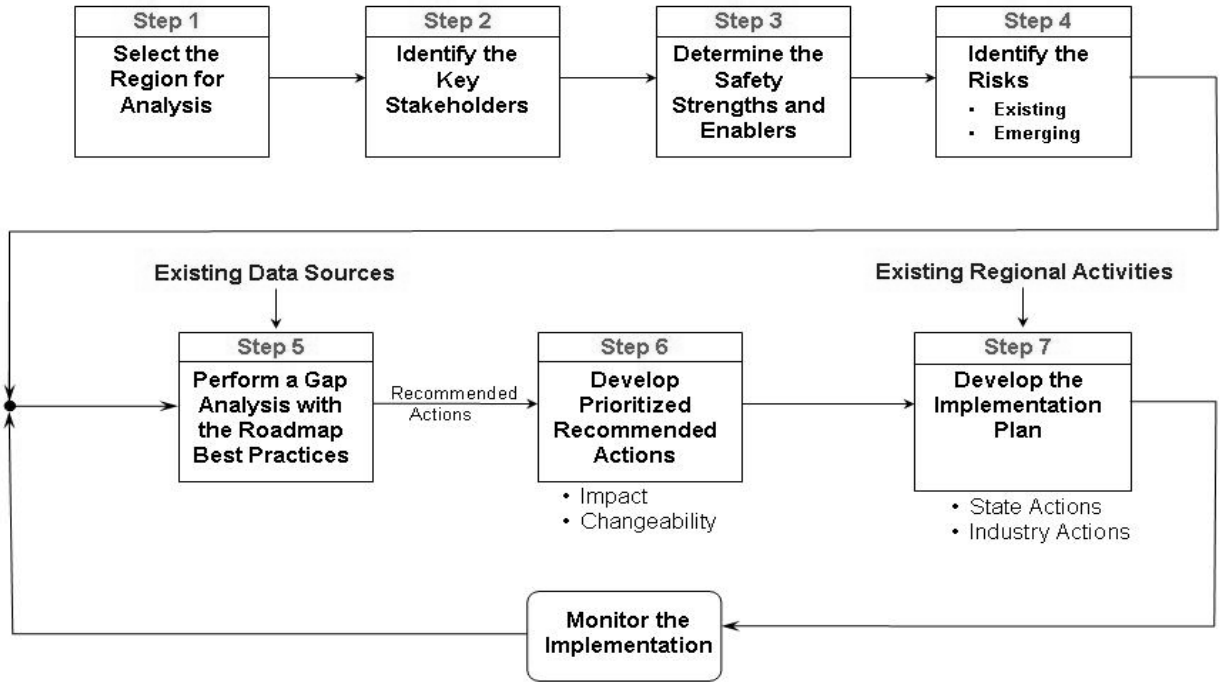
Analysis of the Status of Implementation of Language Proficiency Requirements

In the MID Region

States	Status	Description	Remarks
Bahrain	Completed		
Egypt	Completed		
Iran	Partial	Regulatory frame work partially implemented	Plan to complete in 2010
Iraq	Partial	SARPS related to regulatory framework	Plan to complete Dec 2009
Israel	Completed		
Jordan	Completed		
Kuwait	Partial	Annex 6 PART I-3.1.8 PART III-1.1.3	Implementation plans developed for ATC controllers only. No data for pilots involved in Int'l operations
Lebanon	Partial	Annex 10 VOL II Annex 11	
Oman	Partial		In 2009 more than 70% of the operational ATC staff will have level 4. In 2010 /full implementation
Qatar	Completed		
Saudi Arabia	Completed		
Syria	Completed		
UAE	Completed		

States	Status	Description	Remarks
Yemen	Partial	Annex I 2.9.4 ,2.9.6 ,2.9.7 and 5.1.1.1.2 XIII Annex 6 PART I-3.1.8 PART III-1.1.3 Annex 11 3,29.1	Completion date of Annex 1 and 6 /2009 Completion date for Annex 11/2010

ACTION PLAN FLOW CHART



Planning process steps

Step 1 **Determine the subject for analysis:** A subject may be an ICAO region, one of the regions described in the roadmap, a subset of these regions (e.g. COSCAPs, of similar States within a region), or even an individual State.

Step 2 **Identify key stakeholders:** In order to assure that any plan will be able to instill changes intended to improve aviation safety, it is essential that the perspective of all key stakeholders be considered. Therefore, those stakeholders need to be identified early. A stakeholder can be any party — e.g. Regulatory Authority, operator, or organization — that could be involved in implementing or influencing changes, or which is significantly affected by these changes. These stakeholders will constitute a safety team that will perform the remaining steps.

Step 3 **Outline the safety strengths and enablers:** There is a need to develop an understanding of the general environment of the subject targeted for safety enhancement efforts. Inherent in every subject is a collection of factors that support the safety of aviation within that subject. The identification of these strengths and enablers is critical in order to find ways to build upon this safety foundation.

Step 4 **Identify the existing and merging risks:** The process requires the identification of those risks that can create an environment which will weaken overall aviation safety within that subject, either currently or in the foreseeable future. Accurate and comprehensive listings of these risks are essential in performing a meaningful gap analysis in Step 5.

Step 5 **Perform a gap analysis:** A gap analysis is simply an evaluation that compares the existing situation to the desired one. There are a variety of methods that can be used to perform a gap analysis. Using data from a number of existing sources (ICAO SOAP, IATA IOSA, safety deficiencies identified by PIRGs or other sources, analysis of available safety data) or from the detailed knowledge derived from a group of knowledgeable experts, the gap analysis will describe the difference between the *current situation* (utilizing information captured in Steps 3 and 4), and the *target*, the highly evolved situation in which the global safety initiatives of the GASP have been implemented. The gap analysis summary should identify the organizations or entities responsible for correcting the deficiency. Multiple gaps will require assessment so that priorities can be established and appropriate implementation plans can be developed.

Step 6 **Develop prioritized recommended actions:** By reviewing the gaps and the associated best practices, a list of potential safety enhancement actions can be identified. However, it should be recognized that it is sometimes impractical to implement an action plan that addresses each and every deviation from the mature (highly evolved) level. Each gap identified in the gap analysis should be reviewed in the following manner:

• Safety impact – evaluate the safety enhancement that would result from the elimination of the gap. Ideally, a *quantitative* approach using various methodologies such as those developed by the United States' Commercial Aviation Safety Team (CAST) can be used. Where quantitative assessment is difficult, reliance on the knowledge and expertise of the evaluation team will allow ordering the list of potential actions having the greatest impact on safety.

• Implementation – although the impact on safety should be the primary method of prioritizing the list of potential actions, the ability to make the changes must also be considered. This evaluation should include the existence of the political will to change and the availability of technology and resources necessary to implement the change. A conclusion that implementation is not practical should be arrived at only as a last resort. If such a conclusion is reached, aviation activities need to be adjusted to remove the impact of the identified safety gap.

Step 7 **Develop an action plan:** Once a list of potential prioritized actions has been developed, the implementation action plan must be defined. The plan should include a manageable set of actions that represent those steps necessary to move to the next level of maturity. Once the plan is finalized, a responsible party or organization must be identified to lead the implementation of each action item. It should be recognized that there are already many regional activities and organizations working around the world that may be able to provide implementation strategies and support. For example, the various ICAO COSCAPs forming in that area could be helpful in defining and coordinating State actions.

GLOBAL SAFETY INDICATORS

These are the GSIs:

(GSI-1) CONSISTENT IMPLEMENTATION OF INTERNATIONAL STANDARDS AND INDUSTRY BEST PRACTICES
(GSI-2) CONSISTENT REGULATORY OVERSIGHT
(GSI-3) EFFECTIVE ERRORS AND INCIDENTS REPORTING
(GSI-4) EFFECTIVE INCIDENT AND ACCIDENT INVESTIGATION
(GSI-5) CONSISTENT COORDINATION OF REGIONAL PROGRAMMES
(GSI-6) EFFECTIVE ERRORS AND INCIDENTS REPORTING AND ANALYSIS IN THE INDUSTRY
(GSI-7) CONSISTENT USE OF SAFETY MANAGEMENT SYSTEMS (SMS)
(GSI-8) CONSISTENT COMPLIANCE WITH REGULATORY REQUIREMENTS
(GSI-9) CONSISTENT ADOPTION OF INDUSTRY BEST PRACTICES
(GSI-10) ALIGNMENT OF INDUSTRY SAFETY STRATEGIES
(GSI-11) SUFFICIENT NUMBER OF QUALIFIED PERSONNEL
(GSI-12) USE OF TECHNOLOGY TO ENHANCE SAFETY

MIDDLE EAST REGIONAL AVIATION SAFETY GROUPS (RASG-MID) TERMS OF REFERENCE (TOR)

1. ESTABLISHMENT

1.1 Consistent with the Planning and Implementation Regional Group (PIRG) mechanism, the Regional Aviation Safety Groups (RASGs) RASG- MID for the MID Region shall be established in the MID Region. The meetings of the RASG-MID will be convened as required.

2. MEMBERSHIP

2.1 Contracting States entitled to participate as members in the RASG-MID meeting are:

a) those whose territories or dependencies are located partially or wholly within the geographical area to be considered by the meeting; and

b) those located outside the area:

1) which have notified ICAO that aircraft on their register or aircraft operated by an operator whose principal place of business or permanent residence is located in such States, operate or expect to operate into the area; or

2) which provide facilities and services affecting the area.

2.2 Contracting States not meeting the above criteria and non-Contracting States are entitled to participate in the RASG-MID meetings as observers. The aircraft operators, international organizations, maintenance and repair organizations, regional organizations, aircraft manufactures, airport and air navigation service providers and any other allied organizations/representatives will be invited to attend RASG meetings in the capacity of observers. The members and observers will serve as partners of RASG-MID and their joint commitment is fundamental for success in improving aviation safety worldwide. The ICAO Regional Director MID Office will serve as the Secretary of the RASG-MID.

3. RESOURCES

3.1 An officer from Headquarters (ANB) will participate and provide support to the RASG-MID meetings. The ANB officer will serve as the interface between the RASG-MID and the Air Navigation Commission and present the reports of RASG-MID meetings to the Commission/Council for review and harmonization.

4. WORK PROGRAMME

4.1 The RASG-MID will develop and implement a work programme that supports a regional performance framework for the management of safety on the basis of the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR).

4.2 Using the GASP and GASR, the RASG-MID will build on the work already done by States, existing sub regional organizations such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and support the establishment and operation of a performance-based safety system for the MID Region by:

a) analyzing safety information and hazards to civil aviation at the regional level and reviewing the action plans developed within the region to address identified hazards;

b) facilitating the sharing of safety information and experiences among all stakeholders;

c) ensuring that all safety activities at the regional and sub regional level are properly coordinated to avoid duplication of efforts;

d) reducing duplication of efforts by encouraging collaboration, cooperation and resource sharing;

e) conducting follow-up to GASP/GASR activities as required;

f) coordinating with MIDANPIRG on safety issues; and

g) providing feedback to ICAO to continually improve and ensure an up-to-date global safety framework.

ANS SG/1
Report on Agenda Item 7

REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME

7.1 The meeting recalled that MIDANPIRG/10 (Doha, 15-19 April 2007), through Decision 10/84 agreed that the Air Navigation Safety Working Group (ANS WG) was replaced and superseded by the Air Navigation Safety Sub-Group with revised Terms of Reference.

7.2 The meeting recalled that the main purpose of the ANS SG in accordance with its TOR is to explore ways and means to assist States eliminate their air navigation deficiencies likely to have impact on the safety of air navigation, improving aviation safety, and foster the implementation of safety management system in the MID Region.

7.3 The meeting also recalled that the first meeting of the ANS Sub-Group was originally scheduled to be held in November 2008; however, the ANS SG/1 meeting was postponed due to the low level of participation.

7.4 It was also noted that the ICAO MID Air Navigation Deficiencies Database (MANDD) has been developed with the aim of enhancing the process of identification, assessment, reporting, and elimination of deficiencies and is updated on a regular basis. The MANDD is now mature enough and provides an easy tool for conducting analysis of deficiencies and allows States to monitor and update their deficiencies on line. In addition, the different MIDANPIRG subsidiary bodies are conducting a thorough review and analysis of the air navigation deficiencies related to their area of expertise.

7.5 The meeting was apprised that subsequent to the ICAO Council approval concerning the establishment of Regional Aviation Safety Groups (RASGs), RASG-MID will become the appropriate body to ensure harmonization and coordination of safety activities and will serve as a regional cooperative forum integrating global, regional, sub-regional, national, and industry efforts to enhance aviation safety.

7.6 Based on the above, the meeting noted that the work programme of the ANS SG could be achieved more efficiently using alternative mechanisms. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 1/6: DISSOLUTION OF THE AIR NAVIGATION SAFETY SUB-GROUP

That, taking into consideration the low level of participation to the ANS WG/SG meetings, and recognizing that the ANS SG work programme could be achieved more efficiently using alternative mechanisms and groupings, the ANS Sub-Group is dissolved.

ANS SG/1
Appendix 7A to the Report on Agenda Item 7

MIDANPIRG AIR NAVIGATION SAFETY SUB-GROUP (ANS SG)

1. TERMS OF REFERENCE

1.1 In accordance with ICAO Strategic Objectives and the Director General of Civil Aviation Conference on a Global Strategy for Aviation Safety (DGCA/06) Conclusions and Recommendations, the Air Navigation Safety Sub-Group should explore ways and means to assist States eliminate their air navigation deficiencies likely to have impact on the safety of air navigation, improving aviation safety and foster the implementation of safety management system in MID States within the scope of ICAO Strategic Objectives for 2005-2010**.**

2. WORK PROGRAMME

No.	Strategic Objectives	Tasks
1	A1	Evaluate, validate and prioritize the air navigation deficiencies reported to MIDANPIRG and its subsidiary bodies;
2	A3, A5, A6, A7	Review and assess the deficiencies/findings identified within the framework of the Universal Safety Oversight Audit Programme (USOAP) pertaining to MID States;
3	A4	In accordance with the Unified Strategy to resolve safety related deficiencies (A35-7), provide advice and concise guidance to those involved in the resolution of the air navigation deficiencies in order to find ways and resources for their elimination;
4	A8	Support the implementation of safety management system;
5	A6	Encourage and promote the establishment and management of State's safety oversight system;
6	A5	Promote the establishment of Regional Safety Oversight Organization in the MID Region (MID RSOO); and
7	A9	Identify critical needs to improve aviation safety

3. COMPOSITION

3.1 The Sub-Group will compose of:

a) MIDANPIRG Provider States; and

b) concerned International/Regional Organizations as observers.

ANS SG/1
Appendix 7B to the Report on Agenda Item 7

FOLLOW-UP ACTION PLAN ON ANS SG/1 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 1/1: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION That, MID States be urged to a) review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office prior to 15 December 2010; b) use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies;; c) accord high priority to eliminate all air navigation deficiencies with emphasis on those with priority "U"; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, who are provided with appropriate initial, on-the-job and recurrent training; and; d) seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies	Implementation of the Conclusion	States	Action plans for elimination of deficiencies Feedback from States	Dec 2010 Ongoing	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 1/2: ESTABLISHMENT OF A MID REGIONAL SAFETY OVERSIGHT ORGANIZATION (RSOO)					
That, States be requested to inform the ICAO MID Regional Office about their views/intentions for the establishment of a MID RSOO, prior to 31 December 2010	Implement the Conclusion	ICAO States	State Letter Feedback/views	Dec 2010 Feb 2011	
CONC. 1/3: ENHANCEMENT OF MID STATES' CAPABILITIES TO ADDRESS RUNWAY SAFETY					
That, the ICAO MID Regional Office organizes a Runway Safety Seminar during the year 2011, with focus on runway excursion prevention measures.	Convene the MID Runway Safety seminar with focus on Runway Excursions	ICAO	Seminar outcome	Dec 2011	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 1/4: USE OF THE ENGLISH LANGUAGE AND STANDARD ICAO PHRASEOLOGY That, in order to expedite the process of implementation of the ICAO Language Proficiency requirements, MID States that have not already done so, be urged to: a) adopt/incorporate the ICAO language proficiency requirements (Amendment 164 to Annex 1) in their national regulations; b) assess current language proficiency level of air traffic controllers and pilots according to the ICAO rating scale c) ensure that all stakeholders (pilots, air traffic controllers, language teachers, regulators, etc.) are familiar with the ICAO language proficiency requirements; d) ensure that their air traffic controllers and pilots use the standard ICAO phraseology in aeronautical communication; and e) take necessary measures to ensure that those individuals demonstrating language proficiency at the Operational Level 4 are re-evaluated every three years.	Implement the Conclusion to expedite the process of implementation of ELP in the MID Region	ICAO	State Letter	Dec. 2010	
CONC. 1/5: SURVEY ON THE STATUS OF IMPLEMENTATION OF EENGLISH LANGUAGE PROFICIENCY (ELP) IN THE MID REGION That, the ICAO MID Regional Office carry out a survey to collect information on the status of implementation of English Language Proficiency (ELP) in the MID Region, prior to 31 December 2010	Survey conducted and analysed	ICAO States	State Letter Survey results	Dec 2010 Mar. 2011	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 1/6: DISSOLUTION OF THE AIR NAVIGATION SAFETY SUB-GROUP That, taking into consideration the low level of participation to the ANS WG/SG meetings, and recognizing that the ANS SG work programme could be achieved more efficiently using alternative mechanisms and groupings, the ANS Sub Group is dissolved.	Sub-Group dissolved	MIDANPIRG	MIDANPIRG/12 Decision	Oct. 2010	

ANS SG/1
Report on Agenda Item 8

REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 Under this Agenda Item, the meeting did not have any further topics to discuss.

ANS SG/1
Attachment A to the Report

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