



International Civil Aviation Organization

Runway and Ground Safety Working Group

Third Meeting (RGS WG/3)
(Cairo, Egypt, 19-22 September 2016)

Agenda Item 5: AOP Air Navigation Deficiencies

REVIEW OF AOP AIR NAVIGATION DEFICIENCIES

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>This working paper presents the deficiencies related to Aerodrome Operational Planning for review, update and remedial actions.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;">REFERENCES</p> <p>- MIDANPIRG/15 Report</p>

1. INTRODUCTION

1.1 The standard definition of deficiency adopted by the ICAO Council in November 2001 is as follows:

“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.”

2. DISCUSSION

2.1 MIDANPIRG/15 re-iterated that the identification and reporting of Air Navigation Deficiencies by User-Organizations contribute significantly to the enhancement of air navigation safety in the MID Region. Nevertheless, the meeting noted with concern that the use of the MID Air Navigation Deficiency Database (MANDD) is far below expectations. Accordingly, the meeting urged States and authorized Users to use the MANDD for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies.

2.2 MIDANPIRG/15 agreed to the following Conclusion to replace and supersede the MIDANPIRG/14 Conclusion 14/32 related to elimination of Air navigation Deficiencies:

CONCLUSION 15/35: AIR NAVIGATION DEFICIENCIES

That, States be urged to:

- a) use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies, including the submission of a specific Corrective Action Plan (CAP) for each deficiency; and*
- b) submit a Formal Letter to the ICAO MID Regional Office containing the evidence(s) that mitigation measures have been implemented for the elimination of deficiency(ies) when requesting the elimination of deficiency(ies) from the MANDD.*

2.3 In connection with the above, the ICAO MID Regional Office issued State Letter Ref. AN 2/2 - 15/351 dated 29 December 2015 requesting States to take all necessary measures to implement the provisions of the above Conclusion and send their feedback on the actions taken to the ICAO MID Regional Office, not later than 31 January 2016.

2.4 The updating of the list of deficiencies, which is considered as a living document, is an on-going activity to reflect the identified/reported air navigation deficiencies in the MID Region. The updated list of deficiencies in the AOP field is at **Appendix A** to this working paper.

2.5 The meeting may wish to note that IFALPA reported to ICAO MID Regional Office their updated Annex 29 sheets (October 2015) for the MID Region as at **Appendix B** to this working paper. Concerned States are invited to review the reported deficiencies and advise ICAO MID Regional Office of their action plans in order to update the MID List of Air Navigation Deficiencies.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge States to implement the provisions of the MIDANPIRG/15 Conclusion 15/35; and
- b) review AOP deficiencies at **Appendices A** and **B** to this working paper and provide updates on the status of the AOP deficiencies using MANDD.

APPENDIX A

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
No Deficiencies Reported									

⁽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	MID Basic ANP & FASID (Dec 9708) MID Air Navigation Plan	Alexandria Int'l Airport	Runway is short and current distance is 7221 FT with runway all up weight maximum 68000kgs	May, 2014 Jul, 2004	\	F O	Plan to extend Runway Corrective Action Plan has not been provided by the State	Egypt	Jan, 2013 Dec, 2015	A
2	Annex 14 Vol. 1.4.1, 1.4.4	Luxor, Aswan, Borg El Arab, Alexandria, Taba, Alamain, El Arish, Shark El Owenat, Port Said, St. Cathrine Intl. Airports Luxor, Aswan, Borg El Arab, Alexandria, Taba, Asyut, El Arish, Port Said, Shark El Oeinat, St. Catherine, Alamain, Sohag Intl. Airports,	Implementation of Certification of Aerodromes used for international operations Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual for each listed international aerodrome and fulfil all other requirements needed for 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 2014 Corrective Action Plan has not been provided by the State	Egypt	Nov, 2014 Dec, 2015	U 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
3	Annex 14 Vol. IFASID Table AOP-1MID/3 Rec. 1/3 Annex 14 Vol. 1	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	Runway is closed for extension and upgrade Runway is closed for extension and upgrade Runway permanently closed To be deleted	Egypt	Jan, 2013 Dec, 2014	U

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

"H"= Human Resources

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"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. 1.4.1, 1.4.3, 1.4.4	Emam Khomeini, Mehrabad, Shahid Hashmi Nejad, and Tabriz Intl. Airport,	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to establish an appropriate regulatory framework and to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and fulfil all requirements needed for granting Certification of Aerodrome. Corrective Action Plan has not been provided by the State	Iran	Jan, 2013 Dec, 2015	U A

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

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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. 1.4.1, 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 and to establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and fulfil all requirements needed for granting certification of aerodrome. State: Dec, 2010 except for Baghdad & Najaf June 2011 Corrective Action Plan has not been provided by the State	Iraq	Jan, 2014 Dec, 2015	U A

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“H”= Human Resources

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“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	Operation of the second runway for Queen Alia Airport ANP Volume II Operation of the second runway for Queen Alia Airport	Runway 08L 26R Queen Alia Airport Runway 08L 26R	Runway is not operational and closed since long time	Dec, 2014	construction handing over F	Not submitted Corrective Action Plan has not been provided by the State	CARC Jordan	Dec, 2015	B
2	Annex 14 Vol. 1.4.1, 1.4.3, 1.4.4	Marka and Queen Alia Intl Airport	Implementation of Certification of Aerodromes used for international operations	May, 2015	- F H	Corrective Action Plan has not been provided by the State	Jordan	Dec, 2015	U A

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

"H"= Human Resources

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"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

No Deficiencies Reported

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

“H”= Human Resources

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“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	Hariri. Beirut Intl. Airport	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	Need to develop an Aerodrome Manual and fulfil all requirements needed for granting the aerodrome certificate Corrective Action Plan has not been provided by the State	Lebanon	Jan, 2013 Dec, 2015	U A

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

“H”= Human Resources

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“O”= Other unknown causes

Deficiencies in the AOP Field

LIBYA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination		Description	Executing Body	Date of Completion	Priority for Action
1	Annex 14 Vol. 1.4.1, 1.4.4	Benina, Sebha, and Tripoli Intl Airports	Implementation of Certification of Aerodromes used for international operations	May 2015	-	F H	Corrective Action Plan has not been provided by the State	Libya	Dec, 2015	A

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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

No Deficiencies Reported

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“H”= Human Resources

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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

No Deficiencies Reported

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Deficiencies in the AOP 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

No Deficiencies Reported

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

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Deficiencies in the AOP Field

SUDAN

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	Kasala Intl. Airport	Implementation of Certification of Aerodromes used for international operations	May 2015	-	F H	Corrective Action Plan has not been provided by the State	Sudan	Dec, 2015	A

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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. I FASID Table AOP-1MID/3 Rec. 1/3 Annex 14 Vol. I FASID Table AOP-1MID/3 Rec. 1/3	Damascus int'l Airport	Apron lighting inadequate	Sep, 2003	-	F H	Apron lighting is to be improved Corrective Action Plan has not been provided by the State	Syria	Jan, 2013 Dec, 2015	U A
2	Annex 14 Vol. I FASID Table AOP-1MID/3 Rec. 1/3 Annex 14 Vol. I FASID 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 Corrective Action Plan has not been provided by the State	Syria	Jan, 2013 Dec, 2015	A
3	Annex 14 Vol. I FASID Table AOP-1MID/3 Rec. 1/3 Annex 14 Vol. I FASID 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	Syria	Jan, 2013 Dec, 2014	A

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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	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 develop an Aerodrome Manual for each international aerodrome and fulfil all requirements needed for granting the aerodrome certificate Corrective Action Plan has not been provided by the State	Syria	Jan, 2013 Dec, 2015	U A

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

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"S"= State (Military/political)

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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

No Deficiencies Reported

⁽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. 1.4.1, 1.4.3, 1.4.4	Sanaa, Aden, Hodeibah, Taiz Intl. Airports	Implementation of Certification of Aerodromes used for international operations	Nov, 2006	-	F H	<p>establish a criteria for the certification of aerodromes. Need to develop an Aerodrome Manual for each international aerodrome and fulfil all requirements needed for granting the aerodrome certificate.</p> <p>Corrective Action Plan has not been provided by the State</p>	Yemen	<p>Jan, 2013</p> <p>Dec, 2015</p>	<p>U</p> <p>A</p>

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

“H”= Human Resources

“S”= State (Military/political)

“O”= Other unknown causes

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

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

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

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

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

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

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

Definition:

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

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

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“O”= Other unknown causes

ICAO Region/ANP: MID**IFALPA Region: MID/East**

Subsection	IFALPA Deficiency	Action Required/Remarks
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BAHRAIN FIR**DEFICIENT [Oct 2015]**

COM	Areas of poor communication on HF and does not have full VHF coverage	Suggest introduction of CPDLC.
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EGYPT**EALPA****Aswan (HESN) (ASW)****DEFICIENT [Oct 2015]**

AGA (1)	First 200m RWY 35 unusable. No displaced threshold markers	Markers required.
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Cairo International (HECA) (CAI)**DEFICIENT [Oct 2015]**

RAC (1)	ATC instructions are spoken too fast.	
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SECURITY

Due to the very high number of reported laser attacks on aircraft, flight crews are advised to exercise extreme caution, both during the initial phase of the flight and on approach to the airport

Luxor (HELX) (LXR)**DEFICIENT [2015]**

AGA (1)	Runway has heavy rubber accretion	
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IRAQ**SECURITY ISSUES**

Considering the threat arising from MANPADS, vehicle mounted armour, and ground fire, over flight of the national airspace of Iraq, should take place at or above 10,000 ft above MEA, except under certain circumstances and in coordination with appropriate security agencies. Each Member Association is asked to evaluate the above and appropriately advise their crews.

ICAO Region/ANP: MID**IFALPA Region: MID/East**

Subsection	IFALPA Deficiency	Action Required/Remarks
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JORDAN**Amman/Queen Alia Airport (OJAI)****DEFICIENT [Oct 2015]**

NAVAIDS (5)	Runway 08 NDB approach "MDB" unreliable	
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LEBANON**LPA****Beirut (OLBA)****DEFICIENT [Oct 2015]**

SECURITY	Domestic houses built inside airport perimeter close to the movement area.	
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LIBYA**SECURITY ISSUES**

Considering the threat arising from MANPADS, vehicle mounted armour, and ground fire, overflight of the national airspace of Libya, should take place at or above 10,000 ft above MEA, except under certain circumstances and in coordination with appropriate security agencies. Each Member Association is asked to evaluate the above and appropriately advise their crews.

International Airports closed – smaller domestic airports in use have restrictive facilities, including limited immigration facilities.

SYRIA**SECURITY ISSUES**

Considering the threat arising from MANPADS, vehicle mounted armour, and ground fire, over flight of the national airspace of Syria, should take place at or above 10,000 ft above MEA, except under certain circumstances and in coordination with appropriate security agencies. Each Member Association is asked to evaluate the above and appropriately advise their crews.

Operators should have contingency plans when overflying in case of emergencies such as rapid decompression, engine failure, and communication failure or weather avoidance.

Damascus (OSDI) (DAM)**DEFICIENT [Oct 2014]**

AGA (6)	Apron lighting and guidance system inadequate.	Always follow the Marshalls instructions
MET (6)	No VOLMET available.	

Pilots are requested to familiarize themselves with the procedures necessary for the VOR/NDB approach.

Note: Only Syrian airlines are able to operate here at present.

ICAO Region/ANP: MID**IFALPA Region: MID/West**

Subsection	IFALPA Deficiency	Action Required/Remarks
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ISRAEL**ISR-ALPA****Tel Aviv/Ben Gurion (LLBG) (TLV)****DEFICIENT [Oct 2015]**

AGA (1)	There is a highway just to south of Runway 30 which can cause confusion on finals to Runway 30	Visual for Runway 30 requires RNAV 1 and has a missed approach
NAVAIDS (5)	New ILS app for runway 08	May cause TCAS Alert. VFR traffic below at 1200 feet.

Notes:

1. Bird strike problems exist at all times of the year.
2. FOD sensor system installed on the runway

Elat (LLET)**DEFICIENT [Oct 2015]**

AGA (1)	Single runway used as taxiway, turn-offs at south end (other turn-off is restricted). Runway width 30 metres (98') RWY has limited performance due to low PCN	Loop available at end of RWY 03 Limited to A/C up to 757
AGA (5)	No taxiways	
AGA (6)	Aprons – limited space too close to runway	
NAVAIDS (2)	All VOR approaches are VISUAL approaches.	

Several safety incident have been reported

ICAO Region/ANP: MID**IFALPA Region: MID/West**

Subsection	IFALPA Deficiency	Action Required/Remarks
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Ovda (LLOV) (VDA)**DEFICIENT [Oct 2015]**

AGA (1)	Non-standard taxiways lighting	
AGA (2)	No approach lights on RWY 03R/21L	Usually RWY 21R in use available with new ILS App
AGA (4)	No lighted signed with RWY designators	
AGA (6)	Limited parking space	One wide-body plus 3 smaller aircraft
AGA (7)	Threshold markings/lighting does not conform to ICAO standards.	
COM (3)	Only VHF VOLMET available	
NAVAIDS (1)	ILS APP. profile available 21R. VOR APP. Profile available 21R.	Circuit pattern (non-precision) published

Note: ELAL policy Captains only will execute landing due to unstable approaches.
Ovda airport is not being used as alternate airport

Israel FIR**DEFICIENT [Oct 2015]**

RAC (2)	Irregular altimeter setting procedures	Local QNH for all altitudes
RAC (2)	Unmanned aircraft operating without transponder	

MMSR has been installed at the North and South Control area.

- END -