

MIDANPIRG/7
Appendix 7B to the Report on Agenda Item

UPDATED AIR NAVIGATION DEFICIENCIES IN THE MID REGION AOP FIELD

Identification		Deficiencies			Corrective Action			
Requirement	States/ Facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	Afghanistan Kabul Intl. Airport	No VASIs on RWY 11/29 No ILS RWY 11/29; and other ed by last UN mission to Afghanistan	April 2000 Jan 2002		No accurate information available	DGCA		U
ASIA/PAC/3, Rec. 4/2, 4/10	Egypt Aswan	Runway markings and Threshold markings need refurbishing	July 2000		Markings need to be repainted	CAA	End 2001	A
	Sharm El Sheikh Intl	RWY 04 surface rough TWY and Apron lighting inadequate	July 2000		RWY 04 surface to be attended to. Lighting needs improvement	CAA	End 2001	B
ASIA/PAC/3, Rec. 4/10 MID/3, Conc.1/6, Rec. 1/3	Iran Airport	Precision approach lighting of RWY29L has decreased to 600m due to highway interference	July 2001	Required VIS for ILS APP has increased to 1200m	Lighting needs to be reinstalled on supports	CAO	Mid 2002	A
	Airport	Precision approach terrain chart of RWY29L must be renewed/revised	July 2001		Chart needs to be renewed/ revised	CAO	Mid 2002	A
	Airport	Aerodrome Obstacle chart type A not provided	July 2001		Chart must be examined and provided	CAO	End 2002	A

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ASIA/PAC/3, Rec. 4/10	Israel Ovda	No approach lighting on RWY 02R/20L. Threshold markings/lighting do not conform to ICAO SARPs.	July 2000		App. Lighting to be provided as soon as possible.	IDF	Mid 2003	A
					To be rectified	IDF	Mid 2003	A
ASIA/PAC/3 RAN Rec. 4/4 Aerodrome Emergency Planning	Lebanon Beirut Intl. Airport	Full scale exercise not executed yet.	Oct. 2000	No schedule given	A full- scale emergency exercise, in accordance with Annex 14 Volume I, Ch. 9 should be planned and carried out soon. The State may take ICAO assistance, if required for updating the Emergency Plan and to plan and conduct the full- scale exercise.	DGCA	End 2001	A
MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	Sudan Khartoum	RWY 18/36 rough. Inadequate approach lights.	July 2000		Runway to be resurfaced. App. Lights need attention.	DGCA	End 2001	B
MID/3 RAN Rec. 1/3 ASIA/PAC 3 RAN, Rec.3/1	Syria Damascus	RWY surface rough and damaged.	July 2000		RWY to be resurfaced.	DGCA	End 2001	B

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

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AU@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.

AA@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.

AB@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.
