

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

UPDATED AIR NAVIGATION DEFICIENCIES IN THE MID REGION - CNS FIELD

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

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first Reported	Remarks	Description	Executing body	Date of Complete	Priority for action**
AFTN Main Circuits (LIM MID RAN Rec10/5)	Afghanistan-Bahrain Kabul-Bahrain AFTN Circuit	The circuit is not yet implemented	07/10/1998	Bahrain is ready to implement the circuit	Follow-up the matter with IATA concerning Afghanistan			B
	Afghanistan-Iran Kabul-Tehran AFTN Circuit	The circuit is not yet implemented	07/10/1998	VSAT network to be implemented				B
	Egypt Jordan Amman Cairo AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999	Egypt is ready to up-grade the circuit to 100 bauds or higher if traffic justifies	Egypt will co-ordinate with Jordan for up-grading	Egypt Jordan		A
	Bahrain Saudi Arabia Bahrain Jeddah AFTN Circuit	The circuit is implemented on 200 bauds	19/10/1999	The circuit is working satisfactorily	Will be up-graded to CIDIN		Fourth Quarter 2002	A
	Bahrain Kuwait Bahrain Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to 300 bauds	Bahrain Kuwait	TBD	A
	Bahrain Singapore Bahrain Singapore AFTN Circuit	The circuit is implemented on 200 bauds	19/10/1999	Operating satisfactorily on 200 bauds	Planned to be up-graded to medium speed circuit (1200-2400)	Bahrain Singapore	TBD	B

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Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first Reported	Remarks	Description	Executing body	Date of Complete	Priority for action**
	Lebanon Saudi Arabia Beirut Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to 300 bauds	Lebanon Saudi Arabia	Second Quarter 2002	A
	Lebanon Kuwait Beirut Kuwait AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to 300 bauds			A
	Egypt Saudi Arabia Cairo Jeddah AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to CIDIN	Egypt Saudi Arabia	Second Quarter 2002	A
	Egypt Kenya Cairo Nairobi AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999	Egypt is ready to up-grade the circuit to 100 bauds	Egypt and Kenya agreed to upgrade the circuit to 1200 bps	Egypt Kenya	Fourth Quarter 2001	A
	Egypt Tunisia Cairo Tunis AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999		Planned to be up-graded to 1200 bauds	Egypt - Tunisia	Upon Tunis readiness	A
	Saudi Arabia Ethiopia Jeddah Addis Ababa	The circuit is implemented on 50 bauds	19/10/1999	The circuit is not working satisfactorily. Saudi Arabia is ready to up-grade the circuit to higher speed.	ICAO MID Regional Office is following-up the matter with ICAO Nairobi Office			A

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first Reported	Remarks	Description	Executing body	Date of Complete	Priority for action**
ATS Speech Circuit Plan (LIM MID RAN Conclusion 6/11)	Kuwait Pakistan Kuwait Karachi AFTN Circuit	The circuit is implemented on 50 bauds	19/10/1999			Kuwait Pakistan		A
	Iran Kuwait Kuwait Tehran AFTN Circuit	The circuit is implemented on 100 bauds	19/10/1999	No traffic justification for 300 bauds				A
	Yemen Ethiopia- Eritrea India Djibouti Saudi Arabia Somalia Oman	All ATS Speech Circuits connecting following adjacent centres provided by Yemen use speed dial: Addis-Ababa Asmara Mumbai Djibouti Jeddah Mogadishu Muscat	07/10/1998	Sometimes, Communications facilities do not permit communications to be established within 15 seconds	Yemen will be urged to implement Direct Speech Circuits with adjacent centres using dedicated lines ICAO MID Regional Office is following up the matter with ICAO Nairobi Office concerning the African States. Saudi Arabia and Oman are ready to implement a dedicated circuit with S			A

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

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

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.
