International Civil Aviation Organization

Sixth Meeting of the Frequency Management Working Group (FM WG/6)

(Cairo, Egypt, 27 – 28 September 2026)

Agenda Item 6: Any Other Business

RATIONALIZATION OF NDB FACILITIES IN THE MID REGION

(Presented by the Secretariat)

Summary

This working paper presents the latest update of the NDB inventory in the MID Region based on information contained in ICAO MID DOC 011. It recalls that NDBs should be rationalized in accordance with operational needs and aircraft equipage, and that MIDANPIRG/12 had urged States to plan for the decommissioning of NDB facilities and the termination of NDB approach operations. The paper aims to remind States that the retention of NDB facilities should be supported by a clear operational need and an appropriate safety case. States are invited to review and update the status of their NDB facilities, including the rationale for retaining each NDB and any plans for its future decommissioning.

Action by the meeting is at paragraph 3.

REFERENCES

- Annex 10, Vol I
- MIDANPIRG/12 report
- ICAO MID DOC 011

1. INTRODUCTION

1.1 The Non-Directional Beacon (NDB) is one of the oldest radio navigation aids used in aviation. Operating in the low-frequency (LF) and medium-frequency (MF) bands.

2. DISCUSSION

2.1 The Strategy for rationalization of conventional radio navigation aids and evolution towards supporting performance-based navigation in attachment H of the Annex 10, Vol I, provides the policy basis for reviewing, retaining, or rationalizing conventional aids, including NDBs, in support of PBN implementation.

2.2 In accordance with the attachment H, selected NDBs may continue to be required where they contribute to navigation resilience, support remote aerodromes, provide contingency capability during GNSS disruptions, or enable the continued use of existing instrument procedures. Therefore, NDB decommissioning decisions should be based on operational necessity, safety assessments, and cost-benefit analyses rather than a regional-wide removal.

2.3 The meeting may wish to recall that NDBs should be rationalized based on operational needs and aircraft equipage. In this regard, MIDANPIRG/12 urged States to develop plans for the complete decommissioning of NDBs by 2012 and to terminate the use of NDBs for approach operations no later than 2012.

2.4 The ICAO MID DOC 011 includes the inventory of NDB facilities in the MID Region. Recent updates indicate that a total of 144 NDBs remain in operation, as detailed in **Appendix A**. The majority of these NDBs are in Iran and Libya, as shown in the table below.

STATE	NUMBER OF NDBs
EGYPT	~~**3**~~ **0**
IRAN	**71**
IRAQ	**1**
JORDAN	~~**3**~~ **0**
LEBANON	**1**
LIBYA	**45**
QATAR	**2**
SYRIA	**12**
UAE	**4**
YEMEN	**8**
TOTAL	~~**150**~~ **144**

NUMBER OF RETAINED NDBs PER STATES

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) urge States to update the status of NDB facilities contained in Appendix A, including the purpose of retention and decommissioning plan; and

c) ensure that decisions regarding the retention or decommissioning of NDBs are supported by appropriate safety assessments and cost-benefit analyses.

- END -

APPENDIX A

LIST OF NDBs IN THE MID REGION AND PURPOSE OF RETAIN

NO.	State	NDB ID	Purpose of retain	Plan to remove
1.	~~EGYPT~~	~~MB~~	~~Used at local airport for homing~~	Decommissioned
2.	~~EGYPT~~	~~NWB~~	~~Used for enroute~~	
3.	~~EGYPT~~	~~OCT~~	~~Used at local airport for homing~~	
4.	IRAN	ABD		
5.	IRAN	ABM		
6.	IRAN	AJ		
7.	IRAN	ARB		
8.	IRAN	ARK		
9.	IRAN	AWZ		
10.	IRAN	BAM		
11.	IRAN	BND		
12.	IRAN	BRD		
13.	IRAN	BRG		
14.	IRAN	BRN		
15.	IRAN	BUZ		
16.	IRAN	DNZ		
17.	IRAN	DZF		
18.	IRAN	ESH		
19.	IRAN	FSA		
20.	IRAN	GGN		
21.	IRAN	GSN		
22.	IRAN	HAB		
23.	IRAN	HAM		
24.	IRAN	HAS		
25.	IRAN	IFN		
26.	IRAN	IKA		
27.	IRAN	ILM		
28.	IRAN	ISR		
29.	IRAN	JAM		
30.	IRAN	JIR		
31.	IRAN	JRM		
32.	IRAN	JSK		
33.	IRAN	KAZ		
34.	IRAN	KER		
35.	IRAN	KHG		
36.	IRAN	KHM		
37.	IRAN	KHY		
38.	IRAN	KIH		
39.	IRAN	KLH		
40.	IRAN	KMS		
41.	IRAN	KRD		

42.	IRAN	LAM		
43.	IRAN	LAR		
44.	IRAN	LEN		
45.	IRAN	LVA		
46.	IRAN	MSD		
47.	IRAN	NSR		
48.	IRAN	OMD		
49.	IRAN	PAD		
50.	IRAN	PIM		
51.	IRAN	PRG		
52.	IRAN	PSR		
53.	IRAN	RAF		
54.	IRAN	RST		
55.	IRAN	SAV		
56.	IRAN	SBZ		
57.	IRAN	SHD		
58.	IRAN	SHR		
59.	IRAN	SIR		
60.	IRAN	SKD		
61.	IRAN	SMN		
62.	IRAN	SNJ		
63.	IRAN	SR		
64.	IRAN	SRN		
65.	IRAN	SRS		
66.	IRAN	TBS		
67.	IRAN	TBZ		
68.	IRAN	UMH		
69.	IRAN	VR		
70.	IRAN	YSJ		
71.	IRAN	YZD		
72.	IRAN	ZAJ		
73.	IRAN	ZAL		
74.	IRAN	ZD		
75.	IRAQ	ALI		
~~76.~~	~~JORDAN~~	~~AQC~~		Decommissioned in 2026
~~77.~~	~~JORDAN~~	~~MDB~~		
~~78.~~	~~JORDAN~~	~~QA~~		
79.	Lebanon	BOD	Used by Helicopters and light aircraft	Not Determined
80.	LIBYA	BNA		
81.	LIBYA	CW		
82.	LIBYA	GAD		
83.	LIBYA	GAL		
84.	LIBYA	GHT		
85.	LIBYA	GRT		
86.	LIBYA	GS		

87.	LIBYA	HON		
88.	LIBYA	IZD		
89.	LIBYA	JFR		
90.	LIBYA	KDR		
91.	LIBYA	KFR		
92.	LIBYA	KH		
93.	LIBYA	LAB		
94.	LIBYA	MB		
95.	LIBYA	OA		
96.	LIBYA	OB		
97.	LIBYA	OJ		
98.	LIBYA	OR		
99.	LIBYA	OV		
100.	LIBYA	OXY		
101.	LIBYA	PRB		
102.	LIBYA	PRC		
103.	LIBYA	RAG		
104.	LIBYA	ROO		
105.	LIBYA	SAH		
106.	LIBYA	SEB		
107.	LIBYA	SRT		
108.	LIBYA	STF		
109.	LIBYA	TRO		
110.	LIBYA	TZR		
111.	LIBYA	UBR		
112.	LIBYA	VA		
113.	LIBYA	VG		
114.	LIBYA	VH		
115.	LIBYA	VO		
116.	LIBYA	VR		
117.	LIBYA	WF		
118.	LIBYA	WLD		
119.	LIBYA	XS		
120.	LIBYA	XY		
121.	LIBYA	ZAR		
122.	LIBYA	ZEL		
123.	LIBYA	ZT		
124.	LIBYA	ZUE		
125.	QATAR	AK		
126.	QATAR	QPC	Used for Qatar Petroleum Company	-
127.	SYRIA	ABD		
128.	SYRIA	ALE		
129.	SYRIA	DAL		
130.	SYRIA	DAN		
131.	SYRIA	DRZ		

132.	SYRIA	HAS		
133.	SYRIA	KAM		
134.	SYRIA	KAR		
135.	SYRIA	LTK		
136.	SYRIA	MER		
137.	SYRIA	MEZ		
138.	SYRIA	PAL		
139.	UAE	BH		
140.	UAE	JD		
141.	UAE	RNZ		
142.	UAE	ZKU		
143.	YEMEN	BDE		
144.	YEMEN	GDA		
145.	YEMEN	HD		
146.	YEMEN	MRB		
147.	YEMEN	SCT		
148.	YEMEN	SYE		
149.	YEMEN	SYN		
150.	YEMEN	TZ		

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