INTERNATIONAL CIVIL AVIATION ORGANIZATION

THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG)

REPORT OF THE SECOND MEETING OF THE AIS/MAP TASK FORCE

(**Cairo, 15 - 17 March 2004**)

The views expressed in this Report should be taken as those of the MIDANPIRG AIS/MAP Task Force 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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AIS/MAP TF/2
History of the Meeting

PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Second Meeting of the MIDANPIRG AIS/MAP Task force (AIS/MAP TF/2) was held at the meeting room of the ICAO Middle East Regional Office, Cairo, 15 – 17 March 2004.

2. OPENING

2.1 The meeting was officially opened by Mr. A. Zerhouni, ICAO Regional Director, Middle East Regional Office, Cairo who welcomed the delegates to Cairo and wished them a successful and fruitful meeting. He highlighted the importance of aeronautical information and chart services in the context of the CNS/ATM systems and how AIS/MAP should be further developed to support the new global ATM operational concept. In this regard, he pointed out that the AIS/MAP Task Force has an important role to play within the framework of the MIDANPIRG planning mechanism and brought to the attention of the meeting the various issues to be addressed by the Task Force. Mr. Zehrouni also urged the Task Force to foster and expedite the implementation of quality systems within MID States' Aeronautical Information Services and to foster the introduction of AIS automation in the MID Region. He wished the meeting every success in its deliberations.

2.2 Mr. M. Khonji, Deputy Regional Director, ICAO Middle East Office, also addressed the meeting and wished the participants a fruitful meeting.

3. ATTENDANCE

3.1 The meeting was attended by a total of 34 participants from 9 States (Bahrain, Egypt, Iran, Kuwait, Oman, Pakistan, Saudi Arabia, Sudan and Syria) and 3 Organizations (EUROCONTROL, IATA, JEPPESEN). The list of participants is at **Attachment.**

4. OFFICERS AND SECRETARIAT

4.1 The meeting was chaired by Mr. Hamad M. Alaufi, Manager of ATS Planning, Presidency of Civil Aviation, Saudi Arabia. Mr. M. Smaoui, Regional Officer Aeronautical Information and Charts (RO/AIS/MAP) from the ICAO Middle East Cairo Office, was Secretary of the meeting, supported by M. R. Khonji, the Deputy Regional Director.

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 provisional agenda and election of Chairperson.

Agenda Item 2: Follow-up of MIDANPIRG/8 Decisions and Conclusions addressing the AIS/MAP field.

Agenda Item 3: Review of the implementation status of ICAO requirements in the AIS/MAP field.

Agenda Item 4: Review of air navigation deficiencies in the AIS/MAP field.

Agenda Item 5: Latest developments in the AIS/MAP field.

- AIS automation;
- Quality system;
- AIS Timelines for the MID Region.

Agenda Item 6: Any other business.

- AIS/MAP Seminar/2, November-December 2004;
- Review and update of the Terms of Reference and Work Programme of the AIS/MAP Task Force;
- Future Work Programme

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 All MIDANPIRG Sub-Groups and Task Forces record their actions in the form of Conclusions and Decisions with the following significance:

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

b) **Decisions** deal with matters of concern only to the MIDANPIRG and its contributory bodies

8. LIST OF DRAFT CONCLUSIONS AND DRAFT DECISIONS

DRAFT CONCLUSION 2/1: ENHANCED PRE-FLIGHT INFORMATION SERVICE

DRAFT CONCLUSION 2/2: PROPOSAL FOR AMENDMENT OF MID FASID AIS TABLES

DRAFT CONCLUSION 2/3: APPROACH TO AIS AUTOMATION

DRAFT CONCLUSION 2/4: HARMONIZATION OF AIS, MET AND FPL INFORMATION

DRAFT CONCLUSION 2/5: IMPLEMENTATION OF QUALITY SYSTEM WITHIN MID STATES' AISS

DRAFT CONCLUSION 2/6: AIS/MAP TIMELINES FOR THE MID REGION

DRAFT DECISION 2/7 : AIS/MAP TRAINING ACTION PLAN FOR THE MID REGION

DRAFT DECISION 2/8 : REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE AIS/MAP TASK FORCE

AIS/MAP TF/2
Attachment to the Report

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PART II: REPORT ON AGENDA ITEMS

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

Adoption of Provisional Agenda

1.1 The meeting was presented with a Provisional Agenda for the Second Meeting of the AIS/MAP Task Force. After review the meeting adopted the Agenda as shown in paragraph 6 of the History of the Meeting.

Election of Chairperson

1.2 Mr. Hamad M. Alaufi, Manager of ATS Planning, Presidency of Civil Aviation, Saudi Arabia, Chairman of the first AIS Task Force, (Cairo, 3-6 March 1997) was proposed by Egypt and supported by Bahrain and Oman to continue serving as the Chairperson of the Task Force.

AIS/MAP TF/2
Report on Agenda Item 2

REPORT ON AGENDA ITEM 2: FOLLOW UP OF MIDANPIRG/8 DECISIONS AND CONCLUSIONS ADDRESSING THE AIS/MAP FIELD

2.1 Under this agenda item, the meeting was apprised of the outcome of Conclusions and Decisions emanating from MIDANPIRG/8 Meeting, Cairo, 7-11 September 2003. It was noted that MIDANPIRG/8 adopted 11 Conclusions and 2 Decisions relating to the AIS/MAP field developed by the ATM/SAR/AIS Sub-Group during its sixth meeting held in Cairo, 28-31 January 2003. The meeting recalled that the AIS/MAP Task Force and the ATM/SAR/AIS Sub-Group are accordingly charged to follow-up on the implementation process and inform MIDANPIRG on the progress, which has been achieved, and problems being encountered. The relevant list of Conclusions and Decisions and a summary of action(s) taken are at **Appendix 2A** to the report on Agenda Item 2.

AIS/MAP TF/2
Appendix 2A to the Report on Agenda Item 2

MIDANPIRG/8 CONCLUSIONS/DECISIONS RELATING TO THE AIS/MAP FIELD

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
CONCLUSION 8/25: INTEGRATED AERONAUTICAL INFORMATION PACKAGE That in accordance with ICAO provisions: a) States, not having done so, are urged to make their national AIP available in the new format without further delay; being aware that publication of the AIP in this restructured new format represents the first step towards the development of the electronic AIP. b) States note the vital importance for safety to keep the AIP up to date and are encouraged to issue AIP Amendments on a regular basis. c) States refrain from retaining NOTAMs, AIP Supplements or AICs in force for indefinite periods when the information contained therein would be more appropriate for inclusion in the AIP. d) At least "seven days" advance notice shall be given when NOTAMs are issued to activate an established danger, restricted or prohibited area or for airspace restrictions/reservation. e) A monthly printed plain-language summary of NOTAM in force, including references to the latest AIP Amendments, checklists of AIP Supplements and AIC issued, is required to be prepared and forwarded by the most expeditious means to all recipients of the Integrated Aeronautical Information Package.	Ongoing	Action by States
CONCLUSION 8/26: AIRAC SYSTEM That, in accordance with Annex 15 and the MID Basic ANP Chapter VIII provisions: a) A schedule of AIRAC effective dates, publication dates and cut-off dates for the receipt by AIS of the raw information to be promulgated through the AIRAC system should be issued by means of AIC once a year and distributed to all services and agencies responsible for the origination of the raw information.	Ongoing	Action by States

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
b) States take the necessary actions to improve coordination between AIS and other air navigation services providing aeronautical raw data, to ensure that: i) the required information is supplied to the AIS as promptly and accurately as possible; ii) aeronautical information of operational significance reaches users at least 28 days in advance of the AIRAC effective date. *Note: - information/data prepared in hard copy format shall be issued and distributed at least 56 days prior to effective date; and* *- information/data provided in electronic format shall be issued and distributed at least 35 days prior to effective date.*		
CONCLUSION 8/27: NOTIFICATION OF DIFFERENCES That, in accordance with Article 38 of the Convention on International Civil Aviation (Doc 7300), States which have not yet done so, notify ICAO of any differences, which may exist between their national regulations and ICAO provisions related to AIS/MAP and ensure that relevant information is also published under paragraph GEN 1.7 of their national AIP.	Ongoing	Action by States
CONCLUSION 8/28: IMPLEMENTATION OF ICAO AERONAUTICAL CHARTS That, in accordance with ICAO Annex 4 provisions, MID States not having done so, are urged to make the mandatory aeronautical charts available without further delay.	Ongoing	Action by States
CONCLUSION 8/29: RESPONSIBILITY FOR THE PRODUCTION OF THE WORLD AERONAUTICAL CHART ? ICAO 1:1 000 000 (WAC) That the MID Regional Office: a) Call the attention of MID States to the fact that MID Basic ANP and FASID did not assign any responsibility for the production of the World Aeronautical Chart ? ICAO 1:1 000 000 (WAC) sheets: 2548, 2563 and 2670; and b) Initiates consultations with States supposed to be covered by the aforementioned sheets with a view to identifying those States that could accept to produce these sheets and/or provide assistance to other States in this respect.	Actioned Ongoing	A State Letter has been sent to Iran, Oman and U.A.E.

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
DECISION 8/30: USE OF "X" AND "XI" IN FASID TABLE AIS-5 AND AIS-6 That, in order to make the difference between the requirements for planning purposes and the implementation status more clear, the Group agreed to adopt for FASID Tables AIS-5 (WGS-84 requirements) and FASID Table AIS-6 (Aeronautical charts requirements) the same technique adopted for the FASID table CNS-3, i.e. use: "X" for required and not implemented and "XI" for required and implemented.	Completed	
DECISION 8/31: AIS/MAP TASK FORCE That the AIS/MAP Task Force be reactivated with revised Terms of Reference and Work Programme, as shown in Appendix 6L to the report on Agenda Item 6, to examine the Status of implementation of the ICAO requirements in the field of AIS/MAP and recommend action to be taken to overcome difficulties/deficiencies in that field with emphasis on AIS Automation and Quality Management Systems.	Actioned	
CONCLUSION 8/32: PROPER STATUS OF AIS That in accordance with the MID Basic ANP Chapter VIII provisions, States are reminded of the requirement for ensuring that: a) AIS, which is a crucial component of the CNS/ATM system playing a critical supporting service role, is given proper status in their Administrations; and b) sufficient funds and trained personnel are made available to AIS. Note: investment in the improvement of AIS will contribute overall to increased aviation safety and performance.	Ongoing	Action by States
CONCLUSION 8/33: AUTOMATION OF AERONAUTICAL INFORMATION SERVICES That: a) a survey on automation of Aeronautical Information Services be carried out with a view to obtain information from MID States regarding to what extent automation is included within their Aeronautical Information Services; b) the results of this survey should serve as a basis for the development of an AIS/MAP Automation Plan for the MID Region; c) the AIS/MAP Task Force evaluate the level of AIS automation required for the MID Region; and	Actioned Ongoing	

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
d) the various experiences of MID States and other States from adjacent Regions in the field of AIS/MAP automation be taken into consideration in any regional approach to automation, pending the development of guidelines by ICAO regarding storage and exchange of electronic aeronautical information/data.		
CONCLUSION 8/34: QUALITY SYSTEM That in accordance with Annex 15 provisions, MID States, not having done so, are urged to take the necessary measures to implement a quality system within their Aeronautical Information Services, in conformity with the ISO 9000 series of standards. *Note: The ISO 9000 series of quality management system provide a basic framework for the development of a quality management programme, which has to be formulated by each State and in most cases, is unique to the State organization.*	Ongoing	Action by States
CONCLUSION 8/35: AIS/MAP SEMINAR IN THE MID REGION That a Seminar be organized in the MID Region to address issues related to the latest developments in the field of AIS/MAP particularly AIS automation and Quality Systems.	Ongoing	
CONCLUSION 8/36: WGS-84 IMPLEMENTATION IN THE MID REGION That States: a) not having done so, are urged to achieve the total implementation of the WGS-84 System; b) use the ICAO uniform format (FASID Table AIS-5) for reporting the status of implementation of WGS-84; and c) report the status of implementation of WGS-84 on a regular basis until the system is fully implemented.	Ongoing	

CONCLUSIONS/ DECISIONS	ACTION TAKEN	REMARKS
CONCLUSION 8/54: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION That, States: 1) allocate sufficient resources for the elimination of the air navigation deficiencies listed at **Appendices 8A, 8B, 8C** and **8D** to the report of Agenda Item 8. 2) are encouraged to set up an internal group of experts to examine the list of deficiencies and take appropriate actions with a view to recommend to their higher Civil Aviation Authorities solutions for elimination of deficiencies. 3) formulate and review on a regular basis an action plan including the rationale for non-elimination of deficiencies, using the format presented as **Appendix 8G** to the report on Agenda Item 8. The first action plan to be submitted to the ICAO MID Regional Office for review, prior to the 31st December 2003. *Note: Such group should also include other experts from out of the air navigation field as appropriate, for strengthening and effectiveness of recommendations.*	Ongoing	

REPORT ON AGENDA ITEM 3: REVIEW OF THE IMPLEMENTATION STATUS OF ICAO REQUIREMENTS IN THE AIS/MAP FIELD

3.1 Integrated Aeronautical Information Package

3.1.1 Under this agenda item the meeting was presented with an overview of ICAO provisions related to the implementation of the Integrated Aeronautical Information Package contained mainly in Annex 15 "Aeronautical Information Services", Doc 8126 "Aeronautical Information Services Manual" and the MID Basic ANP and FASID.

3.1.2 With respect to the status of implementation of the aforementioned elements, the meeting was also presented with a table containing a record of all the AIS Publications issued by MID States and received at MID Regional Office during 2003. This table is shown at **Appendix 3C** to the report on Agenda Item 3. The meeting further reviewed and updated Table AIS-8 of the MID FASID, attached at **Appendix 3A** to the report on Agenda Item 3.

3.1.3 The meeting noted that all States to which the Middle East Regional Office is accredited have issued Aeronautical Information Publication. However, 2 States have not yet published their AIPs in the new format and some AIPs are not regularly updated. The status of implementation related to the AIP and its amendment service is shown at **Appendix 3B** to the report on Agenda Item 3.

3.1.4 The meeting was reminded that keeping AIPs up to date and issuing AIP Amendments on a regular basis presents an important issue for safety, regularity and efficiency of international air navigation.

3.1.5 The meeting reviewed MIDANPIRG/8 Conclusion 8/25 and recognized that although the progress achieved in the implementation of ICAO requirements related to the Integrated Aeronautical Information Package in the MID Region, concern is always expressed about a number of issues, mainly:

- number of NOTAMs, AIP Supplements and AICs which have been issued long time ago and are still in force when the information contained therein is no more valid or would be more appropriate for inclusion into the AIP. **Appendix 3D** to the report on Agenda Item 3 shows the list of old AIS publications, which are still in force and should have been updated and/or incorporated in the AIP; and
- almost half of MID States are not publishing the monthly printed plain-language list of valid NOTAM or not complying with the format requested by ICAO. In fact, this summary should include in addition to the list of NOTAM in force, an indication to the latest AIS publications and a checklist of AIP Supplements. It should be also noted that Annex 15 paragraph 7.2.2 requires a checklist of AIC in force to be issued at least once a year. Not all States are adhering to this obligation.

3.1.6 The Secretariat highlighted that some of the MID States' AIPs need to be improved in respect of format/presentation (binders too small and dd, pages not perforated or perforated in the opposite side, some charts are not clear …etc). In addition, the system of page numbering differs from State to State and generally is different from that one recommended in Doc 8126, paragraph 5.5.1. The meeting noted that some States do not comply with Annex 15 Recommendation in para. 4.4.6 related to the use of coloured pages for the publication of AIP Supplements (preferably in yellow).

3.1.7 In view of the above, the Task force recognized that AIS/MAP services in the region still require serious attention from States and ICAO in order to reach the level of implementation and provision of services as required by international aircraft operations and reiterated the need to take follow-up action on MIDANPIRG/8 Conclusion 8/25, which is still effective.

3.2 AIRAC system

3.2.1 The meeting was presented with an overview on ICAO requirements pertaining to the AIRAC System. It was, therefore, highlighted that the effectiveness of an AIS is dependent upon timely provision of the required information which relies on the co-operation of all technical services such as route and airspace planners, procedure designers, navaid maintainers, communications, aerodromes, etc.

3.2.2 With respect to the status of implementation of AIRAC system, the meeting noted that 7 MID States haven't yet implemented the system or although they issue AIRAC, they do not fully adhere to it. The main difficulties seem to be shortage of qualified AIS personnel and lack of coordination between AIS and the technical departments providing the raw material to the AIS for promulgation.

3.2.3 In this regard, although it was pointed out that FASID Table AIS-8, which sets out, inter-alia, the requirements related to AIRAC, should be simplified in order to eliminate some redundancies, the meeting reviewed and updated this Table as shown at **Appendix 3A** to the report on Agenda Item 3 The updated status of implementation of AIRAC in the MID Region is at **Appendix 3E** to the report on Agenda Item3.

3.2.4 The Task force recognized that late receipt of aeronautical information continues to be a problem for the aviation community in the MID Region. The problems will continue to expand with the rapidly advancing technology unless all Civil Aviation Authorities (CAAs) place renewed emphasis to enhance the resources and capabilities of AIS, so that its responsibilities can be efficiently accomplished.

3.2.5 In view of the foregoing, strict adherence to the AIRAC system was stressed and fully compliance with Annex 15 and MID Basic ANP as well as MIDANPIRG/8 Conclusion 8/26 provisions relating to AIRAC procedures was reiterated. The meeting was of view also that advance posting of AIRAC information on the web could be a very good tool allowing users to start working on the updates of their systems (off-line), their charts, etc, before the official hardcopies of the amendment/supplement are received.

3.3 Aeronautical Charts

3.3.1 The meeting recalled that the Standards and Recommended Practices (SARPs) governing the production, dissemination and use of aeronautical charts are contained in Annex 4 to the Convention on International Civil Aviation ? Aeronautical Charts and that the Aeronautical Chart Manual (Doc 8697) provides guidance in aspects of aeronautical charting in order to assist States in implementing the SARPs of Annex 4.

3.3.2 Considering that provision of aeronautical charts services to support civil aviation is primarily the responsibility of States, the Task Force recognized that it is of prime importance to place current and accurate charts in the hands of users who make reference to aeronautical charts for air traffic control, planning and navigation purposes, etc.

3.3.3 On the basis of information collected, the meeting reviewed and updated FASID Table AIS-6 (Aeronautical Chart Requirements) which sets out the requirements for aeronautical charts as shown at **Appendix 3F** to the report on Agenda Item 3.

3.3.4 It was underlined then that some MID States have still not completed part or all of the implementation and publication of the mandatory charts. An overall view of the status of implementation of these charts in the MID Region is summarized as follows:

- 7 States have not yet produced the Enroute Chart ? ICAO;
- 4 States have not yet produced the Aerodrome/Heliport Chart ? ICAO;
- 2 States have not yet produced the Aerodrome Obstacle Chart ? ICAO Type A and 6 other States have not produced it for some AD/RWYs;
- 2 States have not yet produced the Instrument Approach Chart ? ICAO and few other States have partially implemented it; and
- among 6 States having runways CAT II and/or III, 2 States have not yet produced related Precision Approach Terrain Chart ? ICAO.

3.3.5 With reference to Annex 4 Appendix 5 and the Middle East Region FASID Table AIS-7 attached as **Appendix 3G** to the report on Agenda Item 3 and which sets out the production responsibility for sheets of the World Aeronautical Chart ? ICAO 1:1 000 000 (WAC), the meeting noted that 10 MID States have been assigned the responsibility for the production of this chart and that the production responsibility for certain sheets (2426 and 2445) has been accepted by more than one State. These States by mutual agreement should define limits of responsibility for those sheets. The meeting then expressed concern with respect to the status of implementation of the World Aeronautical Chart ? ICAO 1:1 000 000 (WAC) in the MID Region which appears to be a specific domain with low degree of implementation. In fact, no State has, so far, produced the sheets assigned to it. However, Bahrain informed the meeting that the production of the WAC chart is in the final stage. Publication is expected in the near future. In this regard, it was mentioned that the major difficulty for the production of the WAC chart resides in the background, which includes political boundaries, topographical, hydrographical, cultural and aeronautical information. Bahrain has used the ONC charts background and is seeking to have the Copy Right to publish the WAC chart.

3.3.6 The meeting then recalled that MID Basic ANP and FASID does not assign any responsibility for the production of the Word Aeronautical Chart (WAC) sheets: 2548, 2563 and 2670, which cover part of Iran, Oman and UAE and that MIDANPIRG/8 developed Conclusion 8/29 to tackle this issue in order to initiate consultations with States supposed to be covered by the aforementioned sheets with a view to identifying those States that could accept to produce these sheets and/or provide assistance to other States in this respect.

3.3.7 The Task Force was informed that as a follow-up action to MIDANPIRG/8 Conclusion 8/29 related to the responsibility for the production of the World Aeronautical Chart (WAC) sheets 2548, 2563 and 2670, a State Letter Ref. AN 8/1.2 – 235 dated 10 November 2003, has been sent to Iran, Oman and U.A.E in order to coordinate the assignment of those sheets and to seek if the covered States are willing to accept the responsibility to produce one or more of those sheets and to update the MID FASID Table AIS-7. Replies have been received from Iran and UAE which consider it appropriate that responsibility for production of each sheet be assigned to the State whose FIR covers the largest proportion of the area covered by the sheet and will cooperate, consequently with provision of the required information regarding the areas within the Emirates FIR; Iran accepted the responsibility of production of the WAC sheets here above mentioned, in case of coordination and approval of Oman and UAE.

3.3.8 Based on the foregoing, and pending information from Oman on this particular issue, the Task Force agreed that this subject be tackled by the next ATM/SAR/AIS Sub-Group meeting.

3.4 Pre-Flight and Post-Flight Information

Pre-Flight Information

3.4.1 The meeting was apprised of the requirements for the provision of pre-flight and post-flight information services at any aerodrome/heliport normally used for international air operations.

3.4.2 The Task Force recognized, in this regard, that the way in which pre-flight briefing information is currently obtained is influenced by many factors. The type of user and the facilities available at the aerodrome are the main influences.

3.4.3 It was noted that with the current facilities offered, many pilots have started to make use of the commercial facilities available, which supply a product that is in demand an integrated and tailored briefing package. However, many users see only the information issued by the State Authority as being the official and correct data.

3.4.4 It was then pointed out that some air incident/accident reports showed that even when pre-flight briefing information was obtained, it was not always fully used. Pilots are sometimes supplied with plenty of information that it is not always apparent to them which parts of it are either important or relevant to their flight. It is essential therefore, to avoid overloading users by providing means whereby they may select the type of information they receive in response to requests. In addition, a pre-flight brief, as with any printed report, is only valid for a certain period of time and, from the moment it is created, the information contained within it may be changing. Obviously, the longer the period between a pilot obtaining a briefing and the take-off time of the flight the greater the chances of change taking place. Whilst it may be possible for a pilot to request a briefing just prior to take-off (indeed, ICAO Annex 2 mandates that a briefing is obtained before a flight), he or she will not wish to spend time identifying the (potential) differences between the two briefs.

3.4.5 In view of the above, an “Update Briefings” may be offered which provides a special means of acquiring just the differences between a previously generated bulletin and the equivalent bulletin that would be created if the same request were made at a later stage (the update bulletin) allowing the user to quickly view the amendments and act accordingly. Update Briefing functionality will be particularly needed if in-flight provision of information is in place. Optionally, and following the initial briefing, the user may request the notification of updates to the briefing. It will be possible to specify criteria for the notification during the initial briefing. The user will specify the type of information for which notification will be provided.

3.4.6 The ability to view AIP components electronically is becoming increasingly available, especially as the use of the Internet increases. This avoids the necessity to maintain and distribute paper copies. It also allows the user to perform electronic searches for the information of particular interest. In this regard, the Task Force invited MID States to make every effort to make their AIPs available electronically for briefing purpose at the established Aerodrome AIS Units. The meeting recognized then, that a remarkable increase in the pre-flight information service could be observed in case improved service is provided. While it is not possible to force a pilot to obtain a pre-flight briefing, they are more likely to do so if it can be done easily and quickly.

3.4.7 The meeting was informed that in the future it is envisaged that pre-flight briefing will be extended to the provision of pre-flight briefings directly to the flight deck of aircraft. This would enable the pilot to be provided with briefing information throughout the gate-to-gate operation of a flight. It would then be a natural progression to further extend this facility to include in-flight updates of aeronautical and meteorological information on the flight deck.

3.4.8 Following discussion on the present and future status of implementation of pre-flight information service in the MID Region, the meeting reviewed and updated the MID FASID Table AIS-1, which sets out the requirements pertaining to the establishment of aerodrome AIS Units in the MID Region; Table AIS-2, which sets out the requirements pertaining to the aeronautical information services required at aerodromes and Tables AIS-4A, AIS 4B and AIS 4C, which set out the requirements for the Integrated Aeronautical Information Package from foreign Aeronautical Information Services (AIS) to be available at aerodrome/heliport AIS Units in the MID Region, for pre-flight briefing, attached respectively at **Appendices 3H, 3I and 3J** to the report on Agenda Item 3.

3.4.9 Based on the foregoing, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 2/1: ENHANCED PRE-FLIGHT INFORMATION SERVICE

That, with a view to avoid overloading pilots with aeronautical information, which are either not important or not relevant to their flight, States are encouraged to:

a) refrain from retaining NOTAMs in force for indefinite periods;
b) implement in their automated pre-flight information systems:

i) a selection functionality based on the ICAO NOTAM Selection Criteria, in order to enable the selection of particular information in the Pre-flight Information Bulletins (PIBs), and
ii) an update briefing functionality in order to enable the notification of updates following an initial briefing.

Post-Flight Information

3.4.10 The meeting recalled that Annex 15 para. 8.3 which requires States to ensure that arrangements are made at aerodromes/heliports to receive post-flight information which has the purpose to ensure that inadequacies of facilities essential to the safety of flight operations, and the presence of birds on or around the airport constituting a potential hazard to aircraft operations, observed by a pilot during the flight, are reported without delay to the authority responsible for those facilities.

3.4.11 In this connection, it was pointed out that there is an increasing pressure to provide better quality service. One essential element for a quality system is feedback. At the current time, no formal post-flight briefing exists. In order for quality to be improved it is essential that, in the future, a post-flight briefing be fed back to the originators of the information. Such feedback will provide two main benefits:

- Firstly, air safety will be improved. Currently, a pilot who establishes that the information provided was incorrect or not present may not pass this knowledge back. Pilots on following flights will be left to discover the omission or error for themselves.

- Secondly, through post-flight briefing, the providers of briefing services will be able to gain a measure of the acceptance of their products. In addition to establishing the quality of the information provided, the post-flight briefing may also be used to obtain details of the pilot's opinion of the material provided. This may provide a means of identifying and introducing product improvements.

3.4.12 It was brought to the attention of the meeting that after landing a pilot wishing to confirm in writing any observations reported on the ATS frequencies or wishing to make an initial report, may do so at the aerodrome/heliport AIS unit, where a post-flight report form should be available. The meeting was then informed that a specimen post-flight report form is available in the AIS Manual (Doc 8126, Sixth Edition, Figure 8-9).

3.5 WGS-84 Implementation

3.5.1 Under this agenda item, the meeting highlighted the requirements for the implementation of WGS-84 and reviewed the status of its implementation in the MID Region.

3.5.2 The meeting recalled that the ATM/SAR/AIS SG/6 and MIDANPIRG/8 meetings discussed issues related to WGS-84 and noted that although the implementation of WGS-84 should have been completed since 1998, some MID States have still not completed part or all of the implementation and publication of the WGS-84 coordinates and the associated quality system. It was also highlighted in this regard, that the Geoid undulation appears to be a specific domain with low degree of implementation among MID States. Consequently, MIDANPIRG/8 endorsed Conclusion 8/36 urging States, not having done so, to achieve the total implementation of the WGS-84 system and to report the status of implementation of WGS-84 on a regular basis until the system is fully implemented using the ICAO uniform format (FASID Table AIS-5).

3.5.3 It should be highlighted in this regard, that 3 States have not yet reported the status of implementation of WGS-84 using the ICAO uniform format. In addition, although MIDANPIRG/8 Conclusion 8/36 invited States to report the status of implementation of WGS-84 on a regular basis until the system is fully implemented, a number of States that have not yet completed the implementation of the system have not reported since long time.

3.5.4 On the basis of the information collected, the Status of implementation of WGS-84 in the MID Region is summarized hereafter:

a) 2 States have fully implemented WGS-84 including the geoid undulation and associated quality system.
b) 7 States have implemented WGS-84, but the geoid undulation and/or quality system are not yet implemented.
c) 3 States have partially implemented WGS-84 for the horizontal reference system.
d) 3 States have not yet implemented WGS-84.
e) The majority of MID States have not yet implemented the WGS-84 geoid undulation and associated quality system.

3.5.5 The Task Force then, carried out a complete review of the status of implementation of WGS-84 in the MID Region and updated the FASID Table AIS-5 (WGS-84 Requirements) as shown at **Appendix 3L** to the report on Agenda Item 3.

3.5.6 A simplified Status report of WGS-84 implementation in the MID Region is also presented at **Appendix 3K** to the report on Agenda Item 3.

3.5.7 Complementary to the information provided by States, it was underlined that, there is no "Differences" so far notified by MID States pertaining to the implementation of WGS-84 (Supplement to Annexes 4, 11, 14 and 15 refers) and that this does not correspond to the current level of implementation of WGS-84 in the region. The List of States Having notified ICAO with differences related to the implementation of WGS-84 was presented to the meeting for information (Supplements to Annexes 4, 14 and 15 refers). This list is attached at **Appendix 3M** to the report on Agenda Item 3.

3.5.8 The meeting was also presented with particular issues related to WGS-84 implementation, mainly the Geoid undulation and Quality Systems.

3.5.9 Regarding the "Geoid undulation" (GUND), it was mentioned in particular that the implementation of RNAV and GNSS in the terminal area (TMA) and especially for the precision approaches, is very dependent on a full implementation of WGS-84 including geoid undulation (GUND) and Quality System.

3.5.10 With reference to DOC 9674 (WGS-84 Manual) and Annexes 4, 14 and 15 to the Convention on International Civil Aviation, the Sub-Group noted that:

- the WGS-84 Geoid undulation at aerodrome elevation position should be determined with an accuracy of 0.5m or 1ft and published with a resolution of 1m or 1ft in the AIP section AD 2.2, paragraph 4);
- the WGS-84 Geoid undulation at runway threshold should be determined with an accuracy of 0.25m or 1ft for precision approach runways and published with a resolution of 0.5m or 1ft in the AIP section AD 2.12, paragraph 5) and on the aerodrome Chart-ICAO; and
- the WGS-84 Geoid undulation at runway threshold should be determined with an accuracy of 0.5m or 1ft for non-precision approach runways and published with a resolution of 1m or 1ft in the AIP section AD 2.12, paragraph 5) and on the aerodrome Chart-ICAO.

3.5.11 In view of the foregoing, it was recognized that further delay in the full implementation of WGS-84 data and associated quality system may affect the timely implementation of the CNS/ATM systems and its various components (e.g.: GNSS approaches). Consequently the meeting reiterated the need to take urgent action on MIDANPIRG/8 Conclusion 8/36, which is still effective.

3.6 Amendment of the MID FASID AIS Tables

3.6.1 In view of the foregoing and after review of all issues related to agenda item 3 in relation with the status of implementation of ICAO requirements in the AIS/MAP field (the Integrated Aeronautical Information Package, the AIRAC system, aeronautical charts, pre-flight and post-flight information and WGS-84), the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 2/2: PROPOSAL FOR AMENDMENT OF MID FASID AIS TABLES

That, a proposal for Amendment of the MID FASID be circulated to States to reflect the changes made to Tables AIS 1, AIS 2, AIS 4, AIS 5, AIS 6 and AIS 8.

FASID TABLE AIS-8 — REQUIREMENTS OF THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE

EXPLANATION OF THE TABLE

Column

1	Name of the State or territory
2	Availability of AIP (see Remarks)
3	AIP Amendment issued at regular intervals or publication date
4	AIP Amendment - issued in accordance with AIRAC procedures
5	AIP Amendment – NIL notification issued when Amendment not published
6	AIP Supplement – issued regularly
7	AIP Supplement - issued in accordance with AIRAC procedures
8	NIL notification when AIP Supplement not issued on the AIRAC effective date previously published
9	AIC published as required
10	NOTAM issued on regular basis in accordance with the NOTAM format
11	Trigger NOTAM issued as required (Annex 15, paragraph 5.1.1.2)
12	Checklist of NOTAM issued as required (Annex 15, paragraphs 5.2.8, 5.2.8.1, 5.2.8.2)
13	Monthly printed plain language summary of NOTAM issued as required (Annex 15, paragraph 5.2.8.3)
14	AIRAC system implemented as required
15	NIL notifications issued as required
16	Remarks (Indicate if AIP is available in the restructured format and if not, expected date of implementation)

State/Territory	AIP	AIP AMENDMENT			AIP SUPPLEMENT			AIC	NOTAM				AIRAC		REMARKS
		REG	AIRAC	NIL	REG	AIRAC	NIL		REG	TRIGGER	CHKLIST	SUMMARY	REG	NIL	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
AFGHANISTAN															AIP old format
BAHRAIN	X	X	X	X		X		X	X	X	X	X	X	X	
EGYPT	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
IRAN ISLAMIC REPUBLIC	X	X	X	X	X	X		X	X	X	X	X	X	X	
IRAQ															AIP old format
ISRAEL	X	X						X	X						
JORDAN	X	X			X			X	X	X	X	X			
KUWAIT	X	X	X		X	X		X	X	X	X	X	X		
LEBANON	X	X	X	X				X	X		X	X	X		
OMAN	X	X	X	X		X	X	X	X	X	X	X	X	X	
QATAR	X	X	X	X		X		X	X	X	X	X	X	X	
SAUDI ARABIA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
SYRIAN ARAB REPUBLIC	X							X	X		X				
UNITED ARAB EMIRATES	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
YEMEN	X							X	X		X				

AIS/MAP TF/2
Appendix 3B to the Report on Agenda Item 3

MID STATES AIP STATUS

State	AIP Edition	Last Amendment (NR/date)	Remarks
Afghanistan	Fifth Edition/ Dec 90	NR 36 dated 01 Dec 90	**AIP old Format** AIS publications are available at: http://ramcc.dtic.mil
Bahrain/Qatar	Fourth Edition/ Jul 97	NR 199 dated 25 Nov 03	AIP new Format
Egypt	Eighth Edition/ Aug 02	NR 79 dated 01 Jan 04	AIP new Format
Iran	New Edition/ Jan 97	NR 06/03 dated 01 Nov 03	AIP new Format
Iraq	Fourth Edition/ Jul 90	NR 13 dated 15 Jul 90	**AIP old Format** AIS publications are available at: http://ramcc.dtic.mil
Israel	New Edition/ Dec 96	NR 02/03 dated 27 Nov 03	AIP new Format
Jordan	Third Edition/ Oct 96	NR 31/03 dated 01 Nov 03	AIP new Format
Kuwait	Fourth Edition/ Sep 96	NR 27 dated 25 Dec 03	AIP new Format
Lebanon	Fourth Edition/ Jan 99	NR 02/03 dated 15 Dec 03	AIP new Format
Oman	Second Edition/ Mar 96	NR 01/03 dated 04 Sep 03	AIP new Format
Saudi Arabia	Fourth Edition/ Feb 98	AIRAC NR 07/03 dated 25 Dec 03	AIP new Format
Syria	New Edition/ Sep 99	New Edition/ Sep. 99	No AIP AMDT received since 01 Sep 1999 date of issuance of the new AIP
U.A.E	Second Edition / Jul 00	AIRAC NR 60 dated 10 Jul 03	AIP new Format
Yemen	First Edition/ Mar 96	First Edition/ Mar. 96	No AIP AMDT received since 28 Mar 1996 date of issuance of the new AIP

AIS/MAP TF/2
Appendix 3C to the Report on Agenda Item 3

MID STATES INTEGRATED AERONAUTICAL INFORMATION PACKAGES (I.A.I.Ps)

REGISTRATION FORM (AIS Publications issued in 2003)

State	I.A.I.Ps	Ref Nº	Publication Date	Effective Date/ Period of Validity	Subject	Remarks
Afghanistan	***AIP AMDT***					AIP Old Format
	AIRAC AIP AMDT					Latest Amendment received NR 36 dated 01/12/1990 Afghanistan AIS publications are now available at http://ramcc.dtic.mil (the latest version of the AIP is dated 26 Jan.04)
	AIP SUP					
	AIRAC AIP SUP					
	AIC					
	NOTAM Summary					
Bahrain / Qatar	***AIP AMDT***	197 198 199	23 Jan 03 27 Nov 03 25 Dec 03		Publication of GUND for OBBI	
	AIRAC AIP AMDT	15		07 Aug 03	New ATS Route V999. New En Route Chart	
	AIP SUP	01/03 02/03 03/03 04/03 05/03 06/03	01 Apr 03 01 May 03 01 May 03 01 Jun 03 08 Sep 03 08 Sep 03	02 Apr 03 15 Mar 03/31 Dec03 16 Apr 03/PERM 01 Jun 03/PERM 02 Apr 03/PERM 08 Sep 03/PERM	Bahrain Intl Turning Head Obstacles-Cranes Navigation Warning (info from coalition forces) RVSM Implementation policy and procedures Turning Head RWY 30 Turning Head RWY 12	 Replacing NOTAM A0141/03 Effective date in the past?
	AIRAC AIP SUP					
	AIC	001/03 002/03 004/03 005/03	01 Jan 03 01 Jan 03 01 May 03 01 May 03	01 Jan 03 01 Jan 03 01 May 03 01 May 03	Public Holidays 2003 Checklist Bird concentration on Bahrain airfield “Avoiding Action” What this instruction should mean to pilots	
	NOTAM Summary		1, 3, 4, 5, 6, 7, 9, 10			

State	I.A.I.Ps	Ref Nº	Publication Date	Effective Date/ Period of Validity	Subject	Remarks
Egypt	***AIP AMDT***	76 77 78	01 Jan 03 01 May 03 01 Sep 03			
	AIRAC AIP AMDT					
	AIP SUP	01/03 02/03 03/03 04/03 05/03 06/03 07-09/03	01 Apr 03 01 Jul 03 01 Jul 03 01 Jul 03 15 Oct 03 02 Nov 03 05 Nov 03	01 Apr 03/PERM Til 17 Dec 03 Til 17 Dec 03 Til 17 Dec 03 15 Oct 03/PERM 27 Nov 03 (07) Till 31 Mar 05 (8-9) Till 29 Sep 04	Implementation of GUND Aswan Intl Airport RWY 17/35 CLSD Aswan Intl Airport IAC modified Aswan Intl Airport IAC modified Procedures for handling uncoordinated flights crossing the red sea RVSM Procedure Obstacles for HECA, RWY closure for HEGR (FST 200M for RWY 26 and totally for RWY 17/35)	In SUP 09/03 it is not clear that the information is related also to HEGR
	AIRAC AIP SUP					
	AIC	01A/03 02A/03 01B/03 02 B/03 03A/03 05A/03 06A/03 07A/03 03B/03	01 Jan 03 01 Jan 03 01 Jan 03 01 Apr 03 01 Apr 03 02 Oct 03 02 Nov 03 02 Nov 03 30 Dec 03	01 Jan 03 01 Jan 03 01 Jan 03 01 Apr 03 01 Apr 03 02 Oct 03 PERM PERM PERM	Checklist of AICs Series A Renewal of subscription to AIS Publications Checklist of AICs Series B Implementation of RVSM in Cairo FIR Implementation of RVSM in Cairo FIR Schedule of AIRAC dates for 2004 Renewal of subscription for AIS publications Use of AIS automation in AD AIS Units	AIC 04A/03 not received
	NOTAM Summary		1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12			
Iran	***AIP AMDT***	01/03 02/03 03/03 04/03 05/03 06/03	01 Jan 03 01 Mar 03 01 May 03 01 Jul 03 01 Sep 03 01 Nov 03			
	AIRAC AIP AMDT	01/03 02/03 03/03 04/03 05/03	01 Mar 03 01 May 03 01 Sep 03 01 Nov 03 01 Dec 03	15 May 03 10 Jul 03 30 Oct 03 25 Dec 03 22 Jan 04	 SIDs, STARs and IACs SIDs, STARs and IACs SIDs, STARs and IACs for OINZ SIDs, STARs and IACs for OIZI, OITT, OITR	The checklist of pages (GEN 0.4) and related AD2.24 sections (charts related to an aerodrome) weren't updated.

State	I.A.I.Ps	Ref Nº	Publication Date	Effective Date/ Period of Validity	Subject	Remarks
	AIP SUP	01/03 02/03 03/03 04/03	01 Jan 03 05 Jun 03 10 Oct 03 01 Nov 03	20 Mar 03 05 Jun 03 PERM PERM	Establishment of RNAV/RNP routes Establishment of Aerodrome (Sarakhs) RVSM implementation policy and procedures Radar service within Tehran FIR	
	AIRAC AIP SUP					
	AIC	01/03 02/03 03/03	20 Mar 03 01 Apr 03 01 Apr 03	20 Mar 03 01 Apr 03 01 Apr 03	Radar Observation Operational Examinations timetable Checklist of AIC	
	NOTAM Summary		1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12			
Iraq	***AIP AMDT***					AIP Old Format
	AIRAC AIP AMDT					Latest Amendment received NR 13 dated 15/07/1990 Iraq AIS publications are now available at http://ramcc.dtic.mil
	AIP SUP					
	AIRAC AIP SUP					
	AIC					
	NOTAM Summary					
Israel	***AIP AMDT***	A1/03 A2/03	15 May 03 27 Nov 03			
	AIRAC AIP AMDT					
	AIP SUP	1/03	27 Nov 03	27 Nov 03	Hand corrections to AMDT 11 (A2/03) dated 27 Nov 2003	
	AIRAC AIP SUP					
	AIC					
	NOTAM Summary					
Jordan	***AIP AMDT***	26/03 27/03 28/03 29/03 30/03 31/03	01 Feb 03 01 May 03 01 Jun 03 01 Aug 03 01 Sep 03 01 Nov 03			

State	I.A.I.Ps	Ref Nº	Publication Date	Effective Date/ Period of Validity	Subject	Remarks
	AIRAC AIP AMDT					
	AIP SUP	01/03 02/03 03/03 05/03 07/03 09/03 10/03 11/03 12/03 13/03 14/03	05 Jan 03 04 Feb 03 04 Feb 03 01 Apr 03 01 Jun 03 01 Jul 03 03 Aug 03 03 Sep 03 01 Oct 03 02 Nov 03 01 Dec 03	05 Jan 03 26 Dec 02 04 Feb 03 01 Apr 03 01 Jun 03 01 Jul 03 03 Aug 03 03 Sep 03 01 Oct 03 02 Nov 03 01 Dec 03	Check-list New RNAV routes (UR219 and UN318) Check list Check list Check list Check list Check list Check list Check list Check list Check list	Effective date in the past (no cancellation of previous NOTAM mentioned) AIP SUP 06/03 not received
	AIRAC AIP SUP	8/03	12 Jun 03	PERM	RVSM	
	AIC	01/03 02/03	02 Jan 03 01 Nov 03	02 Jan 03 01 Nov 03	Check-list Renewal of subscription to AIS Publications 2004	
	NOTAM Summary		1, 2, 4, 6, 7, 8, 9, 10, 11			
Kuwait	***AIP AMDT***	27/03	25 Dec 03			
	AIRAC AIP AMDT					
	AIP SUP	01-04/03 05/03 06/03 07-16/03 17-18/03	29 Jun 03 01 Jul 03 30 Jul 03 30 Sep 03 30 Sep 03	 PERM PERM PERM PERM	New RNP 5 routes & local flying restriction Implementation of RVSM in Kuwait FIR Navigation Warning AD Parking/Stand (replacement of NOTAMs) ATS route UT517 & UL550 (replacement of NOTAMs)	
	AIRAC AIP SUP					
	AIC	- 01/03 03/03 04/03 02/03	- 30 Jun 03 30 Oct 03 11 Dec 03 30 Sep 03	- PERM PERM PERM PERM	Subscription for AIS Publications for 2003 Implementation of ATIS and VOLMET Schedule of AIRAC dates for 2004 Schedule of AIRAC dates for 2004 Validation of foreign airline transport pilot license	Should be published by means of AIC AIC 02/03 not received Schedule of AIRAC dates issued twice (AIC 03/03 cancelled) AIC 02/03 received on 13 Jan 04
	NOTAM Summary		1, 2, 3, 5, 7, 8, 9, 10, 11, 12		Summary dated 01 Oct 2003 was received on 13 Jan 2004	

State	I.A.I.Ps	Ref Nº	Publication Date	Effective Date/ Period of Validity	Subject	Remarks
Lebanon	***AIP AMDT***	01/03 02/03	01 June 03 15 Dec 03			A corrigendum for some pages of AMDT 01/03 has been received later without even mentioning that it is a corrigendum. Page GEN 0.4.1 has been received with the summary of November 03
	AIRAC AIP AMDT					
	AIP SUP	01/03	15 May 03	15 May 03	Implementation of RVSM in Beirut FIR	The list of valid AIP SUPP is wrong.
	AIRAC AIP SUP					
	AIC					
	NOTAM Summary		1,2, 3, 4, 5, 6, 7, 8, 9, 10, 11		Reference is made to these summaries, Latest Publications: AIP AMDT: 01/99 (AMDT 01/03 issued June 2003) AIRAC AIP AMDT: 01/01 effective date 14 Jun 01 AIP SUP: 02/99 ? (AIP SUP 01/03 issued 15 May 2003) AIC: A001/00 This error was rectified in the Summary dated 1 Nov 2003	
Oman	***AIP AMDT***	01/03	04 Sep 03		New Radar Vectoring Chart for OOMS	
	AIRAC AIP AMDT					
	AIP SUP	01/03	15 May 03	PERM	RVSM implementation policy and procedures	Received on the 3rd of Dec. 03 The Sup pages are white and should be colored preferably in yellow.
	AIRAC AIP SUP					
	AIC	01/03	20 Feb 03	20 Feb03/PERM	CFIT-Risk avoidance	
	NOTAM Summary					
	AIP AMDT	01/03 02/03	17 Apr 03 24 Jul 03			

State	I.A.I.Ps	Ref Nº	Publication Date	Effective Date/ Period of Validity	Subject	Remarks
Saudi Arabia	*AIRAC AIP AMDT*	01/03		20 Feb 03	No brief description of changes available	
		02/03		20 Mar 03	//	No publication date
		03/03	01 May 03	12 Jun 03	Changes in coordinates of 5LnC, navaids, ARPs, etc. Change also of the regular Amdt interval (once every 4 months)	// This AIRAC contains publication date and brief description.
		04/03	29 May 03	10 Jul 03	Changes in some 5LNC, AWS, Charts	
		05/03	26 June 03	07 Aug 03	Changes in some 5LNC, AWS, Ads, Charts	
		06/03	18 Sep 03	30 Oct 03	Rename of JAZAN airport & Significant change in the ATS route system, etc.	
		07/03	18 Oct 03	25 Dec 03	Changes in ATS routes and some AD pages	
	AIP SUP	01/03	23 Jan 03		S01 - S13 & 2 – 10	
		02/03	29 Jan 03		S01 – S05	
		03/03	17 Apr 03	1 Jul /30 Sep 03	Schedule for navaids maintenance	
		04/03	15 May 03	15 May 03	Implementation of RVSM in Jeddah FIR	
		05/03	10 Jul 03		S01-S03	
		06/03	30 Oct 03	30 Oct 03	Preferred routes within Saudi Arabia	Should be published in advance
		07/03	25 Dec 03		S01, S02, S03, S04	
	AIRAC AIP SUP					
	AIC	01/03	10 Mar 03	10 Mar 03	Check-list	
		02/03	14 Mar 03	14 Mar 03	Schedule of AIRAC dates for 2003	
		03/03	15 Apr 03	15 Apr 03	ACAS II` mandatory from 15 May 03 or 1 Jan 05 (TCAS II software version 7.0 RVSM Airspace)	
		04/03	01 Nov 03	PERM	2004 HAJ operations	
	NOTAM Summary		1, 2, 3, 4, 5, 6, 7, 9, 10, 11		NOTAM Summaries could be found in www.pca.gov.sa/airtrafficservices	
Syria	*AIP AMDT*					
	AIRAC AIP AMDT					
	AIP SUP	02/03	-	27 Nov 03	Implementation of RVSM on 27 Nov.03	The last AIP SUP received from Syria was 02/01 dated 01 Aug. 01
	AIRAC AIP SUP					
	AIC	04/03	10 Aug 03	PERM	Implementation of RVSM on 27 Nov.03	The last AIC received from Syria was AIC 01/02 dated 15 Feb.02
	NOTAM Summary					

State	I.A.I.Ps	Ref Nº	Publication Date	Effective Date/ Period of Validity	Subject	Remarks
U.A.E	***AIP AMDT***					
	AIRAC AIP AMDT	59 60	23 Jan 03 15 May 03	20 Mar 03 10 Jul 03	SID/STAR, GUND, IAC… ATS route L300, revised ENR Chart, new SID…	
	AIP SUP	01/03 02/03 03/03 04/03 05/03 06/03 07/03	17 Apr 03 15 May 03 27 May 03 04 Sep 03 04 Sep 03 13 Sep 03 -	17 Apr 03 15 May 03 27 May 03/PERM 04 Sep 03/PERM 04 Sep 03/PERM 13-24 Sep 03 27 Nov 03	Dubai Intl Cargo apron parking stands Dubai Intl Development WIP Implementation of RVSM Dubai Intl AP WIP Dubai Intl AP Apron E Security measures for World Bank meetings Additional parking Stands at Dubai Intl Airport	
	AIRAC AIP SUP					
	AIC	01/03 02/03 03/03 04/03 05/03	21 Jan 03 21 Jan 03 02 Apr 03 02 Apr 03 02 Jun 03	21 Jan 03/PERM 21 Jan 03/PERM 02 Apr 03/PERM 02 Apr 03/PERM 02 Jun 03/PERM	Examination requirement for validation of license or rating background C.A.A invoices terms and method of payment Sale of Civil Aviation Regulations Requirement to submit a flight plan Operations below visibility minima	
	NOTAM Summary		1, 2, 3, 5, 6, 7, 8, 11, 12		The NOTAM Summaries, AIP SUPs and AICs could be found in www.gcaa-uae.com/aeronautical_information_service	
Yemen	***AIP AMDT***					
	AIRAC AIP AMDT					
	AIP SUP	S01/03 S02-S04/03 S05/03 S07/03	01 Jan 03 01 Jan 03 01 Feb 03 04 Jun 03	01 Jan 03 PERM PERM	Checklist Incorporation of NOTAMs (Delegation of portions of UN315 and UL425 to Muscat ACC for provision of ATS services) Incorporation of NOTAM (New Route V632) Incorporation of NOTAM (ACC VHF Frequency)	 S06/03 not received
	AIRAC AIP SUP					
	AIC	A01/03 A02/03 A03/03	01 Jan 03 01 Jan 03 15 Jan 03	01 Jan 03 01 Jan 03 15 Jan 03	Checklist Commercial compensation charge Implementation of RVSM within Sana'a FIR	
	NOTAM Summary		5, 6			

AIS/MAP TF/2
Appendix 3D to the Report on Agenda Item 3

LIST OF MID STATES' OLD AIS PUBLICATIONS STILL IN FORCE

State	Old AIS Publications			Remarks
	NOTAM	**AIP SUP**	**AIC**	
Afghanistan	NOTAM summary not available	Check list not available	Check list not available	
Bahrain/Qatar	-	-	-	
Egypt	-	15/92, 24/92, 07/93, 14/01, 04/02, 05/02	**2A/69**: Optical illusion during APP and LDG. ***(Cancelled by checklist 1A/04)*** **4A/69**: Problems in instrument flying due to errors of pressure dependent flight instruments. ***(Cancelled by checklist 1A/04)*** **2A/70**: Sandstorms and dust storms in U.A.R (United Arab Republic). ***(Cancelled by checklist 1A/04)*** **2A/72**: Aircraft dispatcher licence. ***(Cancelled by checklist 1A/04)*** **2A/88**: Information on bird concentration movements. ***(Cancelled by checklist 1A/04)*** **2A/94**: Banning of smoking on board aircraft. ***(Cancelled by checklist 1A/04)*** **3A/96**: AMDT to AIC 2A/94. ***(Cancelled by checklist 1A/04)*** **2A/97**: ATFM measures. **4A/98**: permission to use any AD outside normal hour of OPS. **6A/00**: Explanation of Common Airport OPS Min Specifications.	
Iran	A1214/98, A0986/00, A1653-1836-1882-and 1937/01, A0518-0603-1518-1623-1737-2036-2058-2096-2097 and 2143/02	01/97, 01/01, 02/01, 02/02, 07/02.	**03/00**: Use of SSR Transponder. **04/00**: Personnel Licences. **05/00**: Implementation of RNP 5. **07/00**: Introduction of the System Iranian National ATM (SINA).	

State	Old AIS Publications			Remarks
	NOTAM	**AIP SUP**	**AIC**	
Iraq	NOTAM summary not available	Check list not available	Check list not available	
Israel	NOTAM summary not available	-	-	
Jordan	A0020/01	**04/94**: high rate of damage to RWY edge lights on final exit of RWY 26L to TWY A at OJAI. **17/95**: OJAI stand 3 closed due WIP. **17/96**: obst light u/s. **09/98**: OJAI Hand amdt to THR coordinates on the AD chart. **21/99**: Hand amdt (renumbering of aircraft parking stands at OJAI). **11/01**: Hand amdt to page OJAQ AD2-25 (OAC) **08/02**: AIP Jordan page ENR 1.6-2-3 note 1 to be deleted. **13-16/02**: Hand amdt to pages ENR 1.5-1-5 and 6 and OJAI AD2-37, 37A and 37E.		AIP Jordan page ENR 1.6-2-3 is dated 01 Nov 2003
Kuwait	-	-	-	
Lebanon	A0004/01	-	-	
Oman	NOTAM summary not available.	Check list not available	Check list not available	
Saudi Arabia	-	-	-	
Syria	NOTAM summary not available.	Ref is made to the latest AIP SUP check list received dated 01 March 2001: **05/94**: RWY 23R CL and TDZ lights U/S **04/97**: ATM procedures **06/97**: OSDI AD BCN U/S **11/97**: OSAP apron edge LGHT U/S **28/98**: OSLK open to international flights **01/00**: New routing scheme.	Check list not available	

State	Old AIS Publications			Remarks
	NOTAM	**AIP SUP**	**AIC**	
U.A.E	-	03/94, 04/94, 02/96 (obst light U/S), 01/97 (erection of new obst), 02/00 (OMRK INS coordinates),	-	
Yemen	A0110/02	**1998**: S06, 08 and S09 **2000**: S03, 04, 06, 07, 08, 09, 10, 12, 15, 16, 17, 18, 21, 22, 23, 24, 25, 26, 27, 28, 29 and S31 and AIRAC AIP SUP 01/00. **2001**: S02, 03, 04, 05, 06, 07, 10, 13, 15, 16 AND S17. **2002**: S02, 03, 04, 06, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18 and S19; and AIRAC AIP SUPs 01-07/02.	Ref is made to the latest NOTAM summary received dated 04 June 2003: **02/00**: expected holidays in 2000 **03/00**: renewal of subscription to AIS publications for 2000. **04/00**: AFS-Telephone (the correspondent page in the AIP is dated 28 March 1996). **06/00**: MET SVC at Hodeidah Intl A/P **07/00**: Entry, transit and departure of A/C **12/00**: Implementation of radar service	Since 28 March 1996 no AIP Amendment has been received.

STATUS OF IMPLEMENTATION OF THE AIRAC SYSTEM IN THE MID REGION

State	Status of implementation of AIRAC	Remarks
Afghanistan	Not implemented	
Bahrain/Qatar	Implemented	FASID Table AIS-8 to be updated for Qatar.
Egypt	Implemented	
Iran	Implemented	
Iraq	Not implemented	
Israel	Not implemented	
Jordan	Partially implemented	Ref. FASID Table AIS-8, AIRAC is not implemented. The latest AIRAC AIP AMDT issued is 02/98 with Publication Date **10 Sep 98** and Effective Date **10 Sep 98**.
Kuwait	Not implemented	FASID Table AIS-8 to be updated.
Lebanon	Partially implemented	Latest AIRAC AIP AMDT is 01/01 dated 14 June 2001. Ref FASID Table AIS-8, AIRAC not implemented for AIP SUPs.
Oman	Not implemented	No AIRAC published. FASID Table AIS-8 to be updated.
Saudi Arabia	Implemented	
Syria	Not implemented	
U.A.E	Implemented	
Yemen	Not implemented	

FASID TABLE AIS-6 — AERONAUTICAL CHART REQUIREMENTS

EXPLANATION OF THE TABLE

Column

1 Name of the State, territory or aerodrome for which aeronautical chart is required with the designation of the aerodrome use:

RS — international scheduled air transport, regular use
RNS — international non-scheduled air transport, regular use
RG — international general aviation, regular use
AS — international scheduled air transport, alternate use

2 Runway designation numbers

3 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume1, Chapter I, are:

NINST — non-instrument runway;
NPA — non-precision approach runway
PA1 — precision approach runway, Category I;
PA2 — precision approach runway, Category II;
PA3 — precision approach runway, Category III.

4 Requirement for the Enroute Chart - ICAO (ENRC), shown by an ''X'' against the State or territory to be covered.

5 Requirement for the Instrument Approach Chart –ICAO (IAC), shown by an ''X'' against the runway designation to be covered.

6 Requirement for the Aerodrome/Heliport Chart – ICAO (ADC), shown by an ''X'' against the aerodrome to be covered.

7 Requirement for the Aerodrome Obstacle Chart – ICAO Type A (AOC-A), shown by an ''X'' against the runway designation to be covered.

8 Requirement for the Precision Approach Terrain Chart – ICAO (PATC), shown by an ''X'' against the runway designation to be covered.

9 Requirement for the Area Chart – ICAO (ARC), shown by an ''X'' against the aerodrome to be covered.

10 Requirement for the Standard Departure Chart-Instrument – ICAO (SID), shown by an ''X'' against the runway designation to be covered.

11 Requirement for the Standard Arrival Chart-Instrument – ICAO (STAR), shown by an ''X'' against the runway designation to be covered.

12 Requirement for the Visual Approach Chart – ICAO (VAC), shown by an ''X'' against the aerodrome or runway designation to be covered.

13 Requirement for the Aerodrome Obstacle Chart – ICAO Type C (AOC-C), shown by an ''X'' against the aerodrome to be covered.

14 Remarks.

Note.- For Columns 4 to 13 use the following symbols:

X- Required but not implemented
XI- Required and implemented

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
AFGHANISTAN			X										
OAKB KABUL/Kabul					X								
RS	11 29	NPA PA1		X X		X X							
OAKN KANDAHAR/Kandahar					X								
AS	05 23	NPA NPA		X X		X X							
BAHRAIN			~~X~~ XI										
OBBI BAHRAIN/Bahrain Intl.					~~X~~ XI			XI					
RS	30 12	PA1 ~~N~~PA1		XI XI		XI XI	XI						
EGYPT			XI										
HEAR EL-ARISH/El-Arish Int'l					XI								
AS	16 34	NPA NPA		XI		XI XI							
HEAT Asyut/Asyut Int'l					XI								
AS	13 31	NPA NPA		XI		- -							No significant obstacles for RWY 13/31
HEAX ALEXANDRIA/Alexandria Int'l					XI								
RS	18 36	NINST NPA		XI		XI XI							
	04 22	NPA NINST		XI		XI XI							
HEAZ CAIRO/Almaza Int'l					XI								
ANS	18 36 05 23	NPA ~~N~~PA1 NINST NINST		XI		X X X X							
HEBA ALEXANDRIA/Borg El-Arab					XI								
RS	14 32	NPA PA1		XI		- -							No significant obstacles for RWY 14/32

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
HECA Cairo					XI								
RS	05L 23R 05R 23L 16 34	PA2 PA2 PA2 PA2 NINST NINST		XI XI XI XI		XI XI XI XI XI XI	X X X X						
HEGN Hurghada					XI								
RS	16 34	NPA PA1		XI		- -							No significant obstacles for RWY 16/34
HELX Luxor					XI								No significant obstacles for RWY 02/20
RS	02 20	NPA PA1		XI XI		- -							
HEMA MARSA ALAM/ Marsa Alam					XI								No significant obstacles for RWY 15/33
RNS	15 33	NPA NPA		XI XI		- -							
HEOW SHARK EL OWEINAT/Shark					XI								
El-Owenat Int'l AS	01 19	NPA NINST		XI		X X							
HEPS PORT SAID/Port Said Int'l					XI								
AS	10 28	NPA NPA		XI		X X							
HESC St. Catherine					XI								
RS	17 35	NINST NINST				X X							
HESH SHARM El-SHEIKH/					XI								
Sharm-El-Sheikh RS	04L 22R 04R 22L	PA1 NINST NPA NINST		XI XI		X X X X							
HESN Aswan					XI								No significant obstacles for RWY 17/35
RS	17 35	NPA PA1		XI XI		- -							
HETB RAS EL-NAKAB/Taba					XI								
AS	04 22	NPA NINST		XI		XI XI							

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
IRAN			XI										
OIKB Bandar Abbass Intl					X								
RS	03R 21L 03L 21R	NPA PA1 NINST NINST		XI XI		X X X X			XI XI	XI XI			
OIFM Esfahan/Shahid Beheshti Intl					X								
RS	08L 26R 08R 26L	NPA PA1 NPA NPA		XI XI XI		X X X X			XI XI XI XI	XI XI			
OIMM Mashhad/Shahid Hashemi Nejad Intl					XI								
RS	13L 31R 13R 31L	NPA PA1 NPA PA1		XI XI XI XI		X X X X			XI XI XI XI	XI XI XI XI			
OISS Shiraz/shahid Dastghaib Intl					X								
RS	11R 29L 11L 29R	NPA PA1 NPA PA1		XI XI		X X X X			XI XI XI XI	XI XI			
OITT TABRIZ/Tabriz Intl					X								
RNS	12L 30R 12R 30L	NPA PA1 NINST NINST		XI XI		X X X X			XI XI	XI XI			
OIII TEHRAN/Mehrabad Intl					XI			XI					
RS	11R 29L 11L 29R	NPA PA1 NPA NPA		XI XI XI XI		X X X X	XI XI XI XI		XI XI XI XI	XI XI XI XI			
OIIE TEHRAN/Emam Khomaini Intl					X								
RS ~~(Future)~~	11L 29R	NPA PA1		X X		X X							
OIZH ZAHEDAN/Zahedan Intl					X								
RS	17 35	NPA ~~N~~PA1		XI		X X			XI XI	XI			

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
IRAQ			X										
ORBS~~I~~ BAGHDAD/~~Saddam~~ Intl.					XI								The existing charts should be updated.
RS	15L 33R	PA2 PA2		X X		XI XI	X X						
	15R 33L	PA1 PA1		X X		XI XI							
ORMM BASRAH/Basrah Intl.					X								
	14 32	PA2 PA2		X X		XI XI	X X						
ISRAEL			X										
LLET EILAT/Eilat					XI						XI		
RNS	03 21	NPA NINST		XI		XI XI			XI XI				
LLHA HAIFA/Haifa					XI								
RS	16 34	NINST NINST				X X							
LLJR JERUSALEM/Atarot					XI								
RS	12 30	PA1 NPA		XI		XI XI			XI XI				
LLOV OVDA/Intl					XI								
RNS	02L 20R	NINST NPA		XI		XI XI							
LLBG TEL AVIV/Ben Gurion					XI			XI					
RS	03 21 08 26 12 30	NPA NINST NPA PA1 PA1 NPA		XI XI XI		XI XI XI XI XI XI			XI XI XI XI XI XI		XI		
LLSD TEL AVIV/Sde-Dov					XI								
AS	03 21	NINST NINST				X X			XI XI				
JORDAN			X										
OJAM AMMAN/Marka Intl					XI								
AS	06 24	NPA PA1		XI XI		XI XI			XI XI	XI XI			

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
OJAI AMMAN/Queen Alia					XI								
RS	08R 26L 08L 26R	NPA PA1 PA1 NPA		XI XI XI XI		XI XI XI XI			XI XI XI XI	XI XI XI XI			
OJAQ AQABA/~~Aqaba~~ King Hussein Intl					XI						XI		
	01 19	PA1 NPA		XI XI		XI XI			XI XI				
OJJR JERUSALEM/Jerusalem													
RS	12 30	NPA PA1											
KUWAIT			XI										
OKBK KUWAIT/Kuwait Intl.					XI								
RS	33L 15R 33R 15L	PA2 PA2 PA2 PA2		XI XI XI XI		XI XI XI XI	XI XI XI XI		XI XI XI XI	XI XI XI XI			
LEBANON			XI										
OLBA BEIRUT Intl.					XI								
RS	17 35 18 36 03 21	PA1 NINST PA1 NINST PA1 NINST		XI XI		XI ~~X~~XI XI ~~X~~XI XI XI			XI XI XI	XI XI XI	 XI		
OMAN			X										
OOMS MUSCAT/Seeb Intl					XI								
RS	08 26	PA1 PA1		XI XI		XI XI			XI XI	XI XI			
OOSA SALALAH/Salalah					XI						XI		
AS	07 25	NPA PA1		XI XI		~~X~~ ~~X~~			XI XI	XI XI			No significant obstacle for RWY 07/25
QATAR			~~X~~ XI										
OTBD DOHA/Doha Intl					X						XI		
RS	16 34	NPA PA2		XI XI		XI XI	XI						

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SAUDI ARABIA			X										
OEDF													
DAMMAM/King Fahd Intl					XI			XI					
RS	16L	PA1		XI		XI	XI		XI				
	34R	PA1		XI		XI	XI		XI				
	16R	PA1		XI		XI	XI		XI				
	34L	PA1		XI		XI	XI		XI				
OEJN													
JEDDAH/King Abdulaziz					XI			XI					
RS	16R	PA2		XI		XI	XI		XI				
	34L	PA2		XI		XI	XI		XI				
	16C	PA2		XI		XI	XI		XI				
	34C	PA2		XI		XI	XI		XI				
	16L	PA1		XI		X			XI				
	34R	PA1		XI		X			XI				
OEMA													
MADINAH/Prince Mohammad					XI			XI					
Bin Abdulaziz	17	PA1		XI		X			XI				
	35	PA1		XI		X			XI				
RS													
	18	NPA		XI		X			XI				
	36	PA1		XI		X			XI				
OERK													
RIYADH/King Khalid Intl					XI			XI					
RS	15L	PA1		XI		XI	XI		XI				
	33R	PA1		XI		XI	XI		XI				
	15R	PA1		XI		XI	XI		XI				
	33L	PA1		XI		XI	XI		XI				
SYRIA			X										
OSAP													
ALEPPO/Aleppo Intl.					XI								
RS	09	NINST				X							
	27	NPA		XI		X							
OSLK													
BASSEL AL-ASSAD/Latakia					XI								
RS	17	NPA		XI		X							
	35	NINST				X							
OSDI													
DAMASCUS/Damascus Intl					XI						XI		
RS	05L	NPA		XI		XI	XI		XI				
	23R	PA1		XI		XI	XI		XI				
	05R	NPA		XI		X	XI		XI				
	23L	NPA		XI		X	XI		XI				

STATE, TERRITORY OR AERODROME FOR WHICH THE CHART IS REQUIRED			MANDATORY CHARTS					CONDITIONALLY MANDATORY CHARTS					REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	ENRC	IAC	ADC	AOC-A	PATC	ARC	SID	STAR	VAC	AOC-C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
UNITED ARAB EMIRATES			~~X~~ XI										
OMAA					XI								
ABU DHABI Intl	13R	PA1		XI		-	XI		XI				Obstacles depicted on the ADC and PATC
RS	31L	PA3		XI		-	XI		XI				
	13L	PA3		XI		-	XI		XI				
	31R	PA1		XI		-	XI		XI				
OMAL													
AL AIN/Al Ain Intl					XI								
RS	01	PA1		XI		X							
	19	NPA		XI		X							
OMDB					XI								
DUBAI/Dubai Intl													
RS	12L	PA3		XI		XI	XI		XI	XI			
	30R	PA3		XI		XI	XI		XI	XI			
	12R	PA2		XI		XI	XI		XI	XI			
	30L	PA2		XI		XI	XI		XI	XI			
OMFJ													
FUJAIRAH/Fujairah Intl					XI								
RS	11	NPA				XI			XI				
	29	PA1		XI		XI							
OMRK													
RAS AL KHAIMAH/Ras Al					XI								
Khaimah Intl	16	NPA		XI		X							
RS	34	PA1		XI		X			XI				
OMSJ													
SHARJAH/Sharjah Intl					XI								Obstacles depicted on the ADC and PATC
RS	12	NPA		XI		-			XI	XI			
	30	PA2		XI		-	XI		XI	XI			
YEMEN			X										
OYAA													
ADEN/Aden Intl					XI			XI					
RS	08	NPA		XI		XI							
	26	PA1		XI		XI							
OYHD													
HODEIDAH/Hodeidah					XI			XI			XI		
RS	03	NPA		XI		X							
	21	NPA		XI		X							
OYRN													
MUKALLA/Riyan					XI			XI					
RS	06	NPA				X							
	24	NPA		XI		X							
OYSN													
SANA'A/Sana'a Intl					XI			XI					
RS	18	PA1		XI		XI			XI	XI			
	36	NPA				XI			XI	XI			
OYTZ													
TAIZ/Ganad					XI						XI		
RS	01	NPA		X		X							
	19	NPA		X		X							

FASID Table AIS-7 — Tableau AIS 7 — Tabla AIS-7

PRODUCTION RESPONSIBILITY FOR SHEETS OF THE WORLD AERONAUTICAL CHART — ICAO 1:1 000 000

RESPONSIBILITÉ DE LA PRODUCTION DES FEUILLES DE LA CARTE AÉRONAUTIQUE DU MONDE AU 1/1 000 000 — OACI

RESPONSABILIDAD DE LA PRODUCCIÓN DE LAS HOJAS DE LA CARTA AERONÁUTICA MUNDIAL — OACI 1/1 000 000

EXPLANATION OF THE TABLE

Column

1. Name of the State accepting production responsibility

2. World Aeronautical Chart — ICAO 1:1 000 000 sheet number(s) for which production responsibility is accepted.

3. Remarks.

EXPLICATION DU TABLEAU

EXPLICACIÓN DE LA TABLA

State	Sheet number(s)	Remarks
Afghanistan	2336, 2337, 2430, 2431, 2442	
Bahrain	2547	
Egypt	2447, 2448, 2543, 2544	
Iran, Islamic Republic of	2338, 2339, 2428, 2429, 2443, 2444	
Iraq	2427, 2445	
Israel		
Jordan		
Kuwait	2445	*Note: Kuwait to cover its own territory in the Kuwait FIR*
Lebanon	2426	*Note: Lebanon to cover its own territory in the Beirut FIR*
Oman		
Qatar		
Saudi Arabia	2446, 2545, 2546, 2564, 2565, 2566, 2668, 2669	Not yet published
Syrian Arab Republic	2426 *(Syrian Arab Republic only)*	
United Arab Emirates		
Yemen	2686, 2687	

Notes: - *In those instances where the production responsibility for certain sheets has been accepted by more than one State, these States by mutual agreement should define limits of responsibility for those sheets.*
- *The responsibility for the production of the WAC sheets: 2548, 2563, and 2670 is not yet assigned to any States.*

AIS/MAP TF/2
Appendix 3H to the Report on Agenda Item 3

FASID TABLE AIS-1 – ESTABLISHMENT OF AERODROME AIS UNITS

STATE OR TERRITORY	AIS AERODROME UNITS REQUIRED AT CITY
AFGHANISTAN	KABUL/Kabul
	KANDAHAR/Kandahar
BAHRAIN	BAHRAIN/Bahrain Intl
EGYPT	ALEXANDRIA/Alexandria
	ASWAN/Aswan
	ASYUT/Asyut
	CAIRO/Cairo Intl
	HURGHADA/Hurghada
	LUXOR/Luxor
	SHARM-EL-SHEIKH/Sharm El Sheikh
	ST. CATHERINE/St. Catherine
	RAS EL NAKAB/Taba
IRAN, ISLAMIC REPUBLIC OF	BANDAR ABBAS/Bandar Abbas Intl
	ESFAHAN/Esfahan Shahid Beheshti Intl
	MASHHAD/Shahid Hashemi Nejad Intl
	SHIRAZ/Shiraz Intl
	TABRIZ/Tabriz Intl
	TEHRAN/Mehrabad Intl
	TEHRANE/Emam Khomaini Intl
	ZAHEDAN/Zahedan Intl
IRAQ	BAGHDAD/~~Saddam~~ Baghdad Intl
	BASRAH/Basrah Intl
ISRAEL	BEER-SHEBA/Teyman
	EILAT/Eilat
	HAIFA/Haifa
	JERUSALEM/Atarot
	OVDA/Intl
	TEL AVIV/Ben Gurion
JORDAN	AMMAN/Marka Intl
	AMMAN/Queen Alia
	AQABA/Aqaba Intl
	JERUSALEM/Jerusalem

STATE OR TERRITORY	AIS AERODROME UNITS REQUIRED AT CITY
KUWAIT	KUWAIT/Kuwait Intl
LEBANON	BEIRUT/Intl
OMAN	~~MUSACT~~ MUSCAT/Seeb Intl
	SALALAH/Salalah
QATAR	DOHA/Doha Intl
SAUDI ARABIA	DAMMAM/King Fahd Intl
	JEDDAH/King Abdulaziz Intl
	MADINAH/Prince Mohammad Bin Abdulaziz
	RIYADH/King Khalid Intl
SYRIAN ARAB REPUBLIC	ALEPPO/Aleppo Intl
	BASSEL AL-ASSAD/Latakia
	DAMASCUS/Damascus Intl
UNITED ARAB EMIRATES	ABU DHABI/Abu Dhabi Intl
	AL AIN/Al Ain Intl
	DUBAI/Dubai Intl
	FUJAIRAH/Fujairah Intl
	RAS AL KHAIMAH/Ras al Khaima Intl
	SHARJAH/Sharjah Intl
YEMEN	ADEN/Aden Intl
	HODEIDAH/Hodeidah
	SANA'A/Sana'a Intl
	TAIZ/Ganad

FASID TABLE AIS 2 AERONAUTICAL INFORMATION SERVICES REQUIRED AT AERODROMES

EXPLANATION OF THE TABLE

Column

1 Name of the aerodrome or location where aeronautical information services are required

2 Designation of the aerodrome:

RS = international scheduled air transport, regular use
RNS = international non-scheduled air transport, regular use
RG = international general aviation, regular use
AS = international scheduled air transport, alternate use

3 ICAO location indicator of the aerodrome.

4 Name of the AIS office responsible for the provision of aeronautical information service at the aerodrome concerned indicated in column 1.

5 ICAO AFTN address of the responsible AIS office.

6 AIS information to be available at the aerodrome:

AIP+:Includes AIP and Amendments, AIP Supplements, NOTAM, AIC
L - country in which the aerodrome is located
S - surrounding countries
FIL – all countries up to and including the aerodrome of first intended landing

PIB: Pre-flight Information Bulletins
P1 – Aerodrome (AD) format
P2 – Area format, AD format
P3 – Route format, Area format, AD format

PREP: Preparation method of PIB
C – Centralized preparation
L – Local preparation (at the aerodrome concerned)

7 Area of coverage by AFTN routing areas for which aeronautical information/flight documentation is required to be available.
Note.-The AFTN routing areas are shown on FASID Chart MET 1

8 Availability of Post-Flight Reporting Forms

9 Remarks
(Indicate where processing of aeronautical information is automated/database).
A - Automated

Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+			PIB				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	FIL	P1 P2 P3	PREP			
1	2	3	4	5	6					7	8	9
AFGHANISTAN												
KABUL/Kabul	RS	OAKB										
KANDAHAR/Kandahar	AS	OAKN										
BAHRAIN												
BAHRAIN/Bahrain Intl	RS	OBBI	Bahrain AIS	OBBBYNYX			X	P3	L	O, H, D, L, E, K, U, F, V, Z, Y, R, W, A, N, G	NIL	A
EGYPT												
ALEXANDRIA/Alexandria	RS	HEAX	Alexandria	HEAXZIZX	X			P3	C		X	A
ASWAN/Aswan	RS	HESN	Aswan	HESNZIZX	X			P3	C	H, L, U	X	A
ASYUT/Asyut	RS	HEAT	Cairo	HECAZPZX	X			P3		H, L, U	X	
CAIRO/Cairo Intl	RS	HECA	Cairo	HECAZPZX HECAZIZX	X	X	X	P3	C	D, E, G, H, L, O, U, V	X	A
HURGHADA/Hurghada	RS	HEGN	Hurghada	HEGNZIZX	X			P3	C	E, L, O, U	X	A
LUXOR/Luxor	RS	HELX	Luxor	HELXZIZX	X			P3	C	E, F, H, L	X	A
SHARM-EL-SHEIKH/Sharm El Sheikh	RS	HESH	Sharm El Sheikh	HESHZIZX	X			P3	C	E, L, O, U	X	A
ST. CATHERINE/St. Catherine	RS	HESC	Cairo	HECAZPZX	X					D, E, G, H, L, O, U, V	X	
RAS EL NAKAB/Taba	RS	HETB	Cairo	HECAZPZX	X					D, E, G, H, L, O, U, V	X	

Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+			PIB				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	F I L	P1 P2 P3	P R E P			
1	2	3	4	5	6					7	8	9
IRAN, ISLAMIC REPUBLIC OF												
BANDAR ABBAS/Bandar Abbas Intl	RS	OIKB										
ESFAHAN/Esfahan Shahid Beheshti Intl	RS	OIFM										
MASHHAD/Shahid Hashemi Nejad Intl	RS	OIMM										
SHIRAZ/Shiraz Intl	RS	OISS										
TABRIZ/Tabriz Intl	RNS	OITT										
TEHRAN/Mehrabad Intl	RS	OIII										
TEHRANE/Emam Khomaini Intl	RS	OIIE										
ZAHEDAN/Zahedan Intl	RS	OIZH										
IRAQ												
BAGHDAD/~~Saddam~~ Baghdad Intl	RS	ORBS~~I~~										
BASRAH/Basrah Intl	RS	ORMM										
ISRAEL												
BEER-SHEBA/Teyman	AS	LLBS										
EILAT/Eilat	RNS	LLET										

Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+			PIB				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	F I L	P1 P2 P3	P R E P			
1	2	3	4	5	6					7	8	9
HAIFA/Haifa	RS	LLHA										
JERUSALEM/Atarot	RS	LLJR										
OVDA/Intl	RS	LLOV										
TEL AVIV/Ben Gurion	RS	LLBG										
JORDAN												
AMMAN/Marka Intl	AS	OJAM	AMMAN Marka AIS Unit	OJAMYOYX	X							
AMMAN/Queen Alia	RS	OJAI	AMMAN Queen Alia NOF	OJAIYNYX	X							
AQABA/Aqaba Intl		OJAQ	AQABA/Aqaba AIS Unit	OJAQYOYX	X							
JERUSALEM/Jerusalem	RS	OJJR										
KUWAIT												
KUWAIT/Kuwait Intl	RS	OKBK	Kuwait - AIS	OKNOYNYX OKNOYOYX	X	X	X	P3	L	O, E, L, H, K, V, W, R, U, Z.		
LEBANON												
BEIRUT/Intl	RS	OLBA	BEIRUT	OLBAYNYX	X	X	X	P3	C	O, H, D, L, E, K, U, F, V, Z, Y, R, W, A, N, G	X	A
OMAN												
~~MUSACT~~ MUSCAT/Seeb Intl	RS	OOMS	Seeb Intl NOF	OOMSYNYX	X	X	X	P3	L	E, H, K, L, O, V		

Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+			PIB				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	F I L	P1 P2 P3	P R E P			
1	2	3	4	5	6					7	8	9
SALALAH	AS	OOSA										
QATAR												
DOHA/Doha Intl	RS	OTBD										
SAUDI ARABIA												
DAMMAM/King Fahd Intl	RS	OEDF	Jeddah NOF	OEJDYNYX	X			P3	C	D, E, F, G, H, K, L, O, R, V, W		Planned
JEDDAH/King Abdulaziz Intl	RS	OEJN	Jeddah NOF	OEJDYNYX	X	X	X	P3	C	D, E, F, G, H, K, L, O, R, V, W		Planned
MADINAH/Prince Mohammad Bin Abdulaziz	RS	OEMA	Jeddah NOF	OEJDYNYX	X			P3	C	D, E, F, G, H, K, L, O, R, V, W		Planned
RIYADH/King Khalid Intl	RS	OERK	Jeddah NOF	OEJDYNYX	X			P3	C	D, E, F, G, H, K, L, O, R, V, W		Planned
SYRIAN ARAB REPUBLIC												
ALEPPO/Aleppo Intl	RS	OSAP										
BASSEL AL-ASSAD/Latakia	RS	OSLK										
DAMASCUS/Damascus Intl	RS	OSDI										
UNITED ARAB EMIRATES												
ABU DHABI/Abu Dhabi Intl	RS	OMAA	Abu Dhabi Briefing Office	OMAAYOYX	X			P3	L	O, H, D, L, E, U, F, V, Z, R, W, G	NIL	

Aerodrome where service is required			Responsible AIS Office		AIS information to be provided					Area of coverage By AFTN routing areas	Post Flight Report	Remarks
					AIP+			PIB				
Name	Use	ICAO Loc. Ind.	Name	ICAO loc. Ind.	L	S	FIL	P1 P2 P3	PREP			
1	**2**	**3**	**4**	**5**	**6**					**7**	**8**	**9**
AL AIN/Al Ain Intl	RS	OMAL	Al Ain	OMALZTZX	X	X		P3	C	H, O, U, V	X	A
DUBAI/Dubai Intl	RS	OMDB	Dubai AIS	OMDBYOYX OMDBZPZX			X	P3	L	O, H, E, U, V, Z, R, W		
FUJAIRAH/Fujairah Intl	RS	OMFJ	Fujairah AIS	OMFJZPZX		X		P3	L	O, H, D, L, E, U, V, W, K, Y, G, C, B	NIL	A
RAS AL KHAIMAH/Ras al Khaima Intl	RS	OMRK	Ras Al Khaimah	OMRKYNYX	X	X	X	P1	L	O	X	NIL
SHARJAH/Sharjah Intl	RS	OMSJ	Sharjah AIS	OMSJYOYX			X	P3	C	O, H, E, U, V, Z, R, W		
YEMEN												
ADEN/Aden Intl	RS	OYAA										
HODEIDAH/Hodeidah	RS	OYHD										
SANA'A/Sana'a Intl	RS	OYSN										
TAIZ/Ganad	RS	OYTZ										

FASID TABLE AIS-4
AVAILABILITY OF AERONAUTICAL INFORMATION

EXPLANATION OF THE TABLE

FASID Table AIS-4 sets out the requirement for the integrated aeronautical information package from foreign Aeronautical Information Services (AIS) to be available at aerodrome/heliport AIS Units in the MID region, for pre-flight briefing.

The table consists of three parts. Table AIS-4A covers the requirements for the integrated aeronautical information package from States and Territories in the MID region, Table AIS-4B includes the requirements from the EUR region and Table AIS-4C includes the requirements from the ASIA, CAR, NAM, SAM and AFI regions.

For each aerodrome/heliport in the MID region, the requirement is shown by an ''X'' against the State or Territory from which the integrated aeronautical information package is required.

For each aerodrome/heliport the location indicator and designator of aerodrome/heliport use are listed.

Aerodrome/Heliport use Designation:

RS	-	international scheduled air transport, regular use;
RNS	-	international non-scheduled air transport, regular use;
RG	-	international general aviation, regular use;
AS	-	international scheduled air transport, alternate use.

AIS-4-A			From MID														
Integrated Aeronautical Information Package TO BE AVAILABLE IN			**Afghanistan**	**Bahrain**	**Egypt**	**Iran**	**Iraq**	**Israel**	**Jordan**	**Kuwait**	**Lebanon**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria Arab Rep**	**United Arab Emirates**	**Yemen**
City/Aerodrome	Use	ICAO Loc. Ind.															
AFGHANISTAN																	
KABUL/Kabul	RS	OAKB															
KANDAHAR/Kandahar	AS	OAKN															
BAHRAIN																	
BAHRAIN/Bahrain Intl	RS	OBBI			X	X			X	X	X	X	X	X	X	X	X
EGYPT																	
ALEXANDRIA/Alexandria	RS	HEAX															
ASWAN/Aswan	RS	HESN															
ASSYUT/Assyut	RS	HEAT															
CAIRO/Cairo Intl	RS	HECC	X	X		X	X	X	X	X	X	X		X	X	X	X
HURGHADA/Hurghada	RS	HEGN															
LUXOR/Luxor	RS	HELX															
SHARM-EL-SHEIKH/Sharm El Sheikh	RS	HESH															
ST. CATHERINE/St. Catherine	RS	HESC															
RAS EL NAKAB/Taba	RS	HETB															

AIS-4-A			From MID															
Integrated Aeronautical Information Package TO BE AVAILABLE IN			**Afghanistan**	**Bahrain**	**Egypt**	**Iran**	**Iraq**	**Israel**	**Jordan**	**Kuwait**	**Lebanon**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria Arab Rep**	**United Arab Emirates**	**Yemen**
City/Aerodrome	Use	ICAO Loc. Ind.															
IRAN, ISLAMIC REPUBLIC OF																	
BANDAR ABBAS/Bandar Abbas	RS	OIKB															
ESFAHAN/Esfahan Shahid Beheshti Intl	RS	OIFM															
MASHHAD/Shahid Hashemi Nejad Intl	RS	OIMM															
SHIRAZ/Shiraz Intl	RS	OISS															
TABRIZ/Tabriz	RNS	OITT		X	X				X	X	X	X	X	X	X	X	
TEHRAN/Mehrabad Intl	RS	OIII															
TEHRANE/Emam Khomaini Intl	RS	OIIE															
ZAHEDAN/Zahedan Intl	RS	OIZH															
IRAQ																	
BAGHDAD/~~Saddam~~ Baghdad Intl	RS	ORBS~~I~~															
BASRAH/Basrah Intl	RS	ORMM															
ISRAEL																	
BEER-SHEBA/Teyman	~~A~~S	LLBS															
EILAT/Eilat	RNS	LLET															
HAIFA/Haifa	RS	LLHA															
JERUSALEM/Atarot	RS	LLJR															

AIS-4-A			From MID														
Integrated Aeronautical Information Package TO BE AVAILABLE IN			**Afghanistan**	**Bahrain**	**Egypt**	**Iran**	**Iraq**	**Israel**	**Jordan**	**Kuwait**	**Lebanon**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria Arab Rep**	**United Arab Emirates**	**Yemen**
City/Aerodrome	Use	ICAO Loc. Ind.															
OVDA/Intl	RS	LLOV															
TEL AVIV/Ben Gurion	RS	LLBG															
JORDAN																	
AMMAN/Marka Intl	AS	OJAM															
AMMAN/Queen Alia	RS	OJAI		X	X	X		X		X	X	X	X	X	X	X	X
AQABA/Aqaba Intl		OJAQ															
JERUSALEM/Jerusalem	RS	OJJR															
KUWAIT																	
KUWAIT/Kuwait Intl	RS	OKBK		X	X	X			X		X	X	X	X	X	X	X
LEBANON																	
BEIRUT/Intl	RS	OLBA									X						
OMAN																	
~~MUSACT~~ MUSCAT/Seeb Intl	RS	OOMS		X	X	X			X	X			X	X		X	X
SALALAH	AS	OOSA															
QATAR																	
DOHA/Doha Intl	RS	OTBD															

AIS-4-A			From MID														
Integrated Aeronautical Information Package TO BE AVAILABLE IN			**Afghanistan**	**Bahrain**	**Egypt**	**Iran**	**Iraq**	**Israel**	**Jordan**	**Kuwait**	**Lebanon**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria Arab Rep**	**United Arab Emirates**	**Yemen**
City/Aerodrome	Use	ICAO Loc. Ind.															
SAUDI ARABIA																	
DAMMAM/King Fahd Intl	RS	OEDF	X	X	X	X	X		X	X	X	X	X		X	X	X
JEDDAH/King Abdulaziz	RS	OEJN	X	X	X	X	X		X	X	X	X	X		X	X	X
MADINAH/Prince Mohammad Bin Abdulaziz	RS	OEMA		X	X	X	X		X	X	X	X	X		X	X	X
RIYADH/King Khalid Intl	RS	OERK		X	X	X	X		X	X	X	X	X		X	X	X
SYRIAN ARAB REPUBLIC																	
ALEPPO/Aleppo Intl	RS	OSAP															
BASSEL AL-ASSAD/Latakia	RS	OSLK															
DAMASCUS/Damascus Intl	RS	OSDI															
UNITED ARAB EMIRATES																	
ABU DHABI/Intl	RS	OMAA		X	X	X			X	X	X	X		X	X	X	X
AL AIN/Al Ain Intl	RS	OMAL		X	X	X			X			X	X	X			
DUBAI/Dubai Intl	RS	OMDB		X	X	X			X	X	X	X		X	X	X	
FUJAIRAH/Fujairah Intl	RS	OMFJ		X	X	X	X		X	X	X	X	X	X	X	X	
RAS AL KHAIMAH/Ras al Khaima Intl	RS	OMRK		X								X	X			X	
SHARJAH/Sharjah Intl	RS	OMSJ		X	X	X			X	X	X	X		X	X	X	

AIS-4-A			From MID														
Integrated Aeronautical Information Package TO BE AVAILABLE IN			**Afghanistan**	**Bahrain**	**Egypt**	**Iran**	**Iraq**	**Israel**	**Jordan**	**Kuwait**	**Lebanon**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria Arab Rep**	**United Arab Emirates**	**Yemen**
City/Aerodrome	Use	ICAO Loc. Ind.															
YEMEN																	
ADEN/Aden Intl	RS	OYAA															
HODEIDAH/Hodeidah	RS	OYHD															
SANA'A/Sana'a Intl	RS	OYSN															
TAIZ/Ganad	RS	OYTZ															

AIS-4-B			From EUR																													
Integrated Aeronautical Information Package TO BE AVAILABLE IN			**Austria**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																														
AFGHANISTAN																																
KABUL/Kabul	RS	OAKB																														
KANDAHAR/Kandahar	AS	OAKN																														
BAHRAIN																																
BAHRAIN/Bahrain Intl	RS	OBBI	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
EGYPT																																
ALEXANDRIA/Alexandria	RS	HEAX																														
ASWAN/Aswan	RS	HESN																														
ASYUT/Asyut	RS	HEAT																														
CAIRO/Cairo Intl	RS	HECA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
HURGHADA/Hurghada	RS	HEGN																														
LUXOR/Luxor	RS	HELX																														
SHARM-EL-SHEIKH/Sharm El Sheikh	RS	HESH																														

AIS-4-B			From EUR																														
Integrated Aeronautical Information Package TO BE AVAILABLE IN			**Austria**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																															
ST. CATHERINE/St. Catherine	RS	HESC																															
RAS EL NAKAB/Taba	RS	HETB																															
IRAN, ISLAMIC REPUBLIC OF																																	
BANDAR ABBAS/Bandar Abbas Intl	RS	OIKB																															
ESFAHAN/Esfahan Shahid Beheshti Intl	RS	OIFM																															
MASHHAD/Shahid Hashemi Nejad Intl	RS	OIMM																															
SHIRAZ/Shiraz Intl	RS	OISS																															
TABRIZ/Tabriz Intl	RNS	OITT																															
TEHRAN/Mehrabad Intl	RS	OIII	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X
TEHRANE/Emam Khomaini Intl	RS	OIIE																															
ZAHEDAN/Zahedan Intl	RS	OIZH																															
IRAQ																																	
BAGHDAD/~~Saddam~~ Baghdad Intl	RS	ORBS~~I~~																															

AIS-4-B			From EUR																													
Integrated Aeronautical Information Package TO BE AVAILABLE IN			Austria	Belgium	Bulgaria	Croitia	Cyprus	Czech Rep	Denmark	Finland	France	Germany	Greece	Hungary	Ireland	Italy	Luxembourg	Malta	Netherlands, Kingdom of	Norway	Poland	Portugal	Romania	Russian Federation	Slovakia	Spain	Sweden	Swizerland	Turkey	Ukraine	United Kingdom
Name	Use	ICAO Loc. Ind.																														
BASRAH/Basrah Intl	RS	ORMM																														
ISRAEL																																
BEER-SHEBA/Teyman	AS	LLBS																														
EILAT/Eilat	RNS	LLET																														
HAIFA/Haifa	RS	LLHA																														
JERUSALEM/Atarot	RS	LLJR																														
OVDA/Intl	RS	LLOV																														
TEL AVIV/Ben Gurion	RS	LLBG																														
JORDAN																																
AMMAN/Marka Intl	AS	OJAM																														
AMMAN/Queen Alia	RS	OJAI	X	X			X		X		X	X	X			X			X				X	X		X	X	X	X		X
AQABA/Aqaba Intl		OJAQ																														
JERUSALEM/Jerusalem	RS	OJJR																														

AIS-4-B			From EUR																												
Integrated Aeronautical Information Package TO BE AVAILABLE IN			**Austria**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																													
KUWAIT																															
KUWAIT/Kuwait Intl	RS	OKBK	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
LEBANON																															
BEIRUT/Intl	RS	OLBA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
OMAN																															
~~MUSACT~~ MUSCAT/Seeb Intl	RS	OOMS	X	X			X					X	X			X	X		X									X	X		X
SALALAH	AS	OOSA																													
QATAR																															
DOHA/Doha Intl	RS	OTBD																													
SAUDI ARABIA																															
DAMMAM/King Fahd Intl	RS	OEDF																													
JEDDAH/King Abdulaziz	RS	OEJN	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

AIS-4-B			From EUR																														
Integrated Aeronautical Information Package TO BE AVAILABLE IN			**Austria**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																															
MADINAH/Prince Mohammad Bin Abdulaziz	RS	OEMA																															
RIYADH/King Khalid Intl	RS	OERK																															
SYRIAN ARAB REPUBLIC																																	
ALEPPO/Aleppo Intl	RS	OSAP																															
BASSEL AL-ASSAD/Latakia	RS	OSLK																															
DAMASCUS/Damascus Intl	RS	OSDI																															
UNITED ARAB EMIRATES																																	
ABU DHABI/ Abu Dhabi Intl	RS	OMAA	X	X	X		X				X	X	X	X		X	X	X	X				X		X			X	X		X		
AL AIN/Al Ain Intl	RS	OMAL																															
DUBAI/Dubai Intl	RS	OMDB																						X				X	X		X		
FUJAIRAH/Fujairah Intl	RS	OMFJ				X	X											X					X	X		X			X	X			
RAS AL KHAIMAH/Ras al Khaima Intl	RS	OMRK																															
SHARJAH/Sharjah Intl	RS	OMSJ																															

AIS-4-B			From EUR																															
Integrated Aeronautical Information Package TO BE AVAILABLE IN			**Austria**	**Belgium**	**Bulgaria**	**Croitia**	**Cyprus**	**Czech Rep**	**Denmark**	**Finland**	**France**	**Germany**	**Greece**	**Hungary**	**Ireland**	**Italy**	**Luxembourg**	**Malta**	**Netherlands, Kingdom of**	**Norway**	**Poland**	**Portugal**	**Romania**	**Russian Federation**	**Slovakia**	**Spain**	**Sweden**	**Swizerland**	**Turkey**	**Ukraine**	**United Kingdom**
Name	Use	ICAO Loc. Ind.																																
YEMEN																																		
ADEN/Aden Intl	RS	OYAA																																
HODEIDAH/Hodeidah	RS	OYHD																																
SANA'A/Sana'a Intl	RS	OYSN																																
TAIZ/Ganad	RS	OYTZ																																

AIS-4-C			FROM/DE																																										
			AFI																								ASIA													CAR		NAM		SAM	
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			ALGERIA	ASECNA	BURUNDI	DJIBOUTI	ERITREA	ETHIOPIA	GAMBIA	GHANA	KENYA	LIBYA	MOROCCO	MOZAMBIQUE	NIGERIA	RWANDA	SEYCHELLES	SIERRA LEONE	SOMALIA	SOUTH AFRICA	SUDAN	TANZANIA	TUNISIA	UGANDA	ZAMBIA	ZIMBABWE	BANGLADESH	CHINA	HONG KONG	INDIA	INDONESIA	JAPAN	MALAYSIA	MALDIVE	PAKISTAN	PHILIPPINES	SINGAPOUR	SRILANKA	THAILAND			CANADA	U.S.A	BRASIL	CUBA
Name	Use	ICAO Loc. Ind.																																											
AFGHANISTAN																																													
KABUL/Kabul	RNS	OAKB																																											
KANDAHAR/Kandahar	AS	OAKN																																											
BAHRAIN																																													
BAHRAIN/Bahrain Intl	RS	OBBI	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X		X		X			X	X		
EGYPT																																													
ALEXANDRIA/Alexandria	RS	HEAX																																											
ASWAN/Aswan	RS	HESN																																											
ASYUT/Asyut	RS	HEAT																																											
CAIRO/Cairo Intl	RS	HECA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X			X				X			X	X	X	
HURGHADA/Hurghada	RS	HEGN																																											
LUXOR/Luxor	RS	HELX																																											
SHARM-EL-SHEIKH/Sharm El Sheikh	RS	HESH																																											

AIS-4-C			FROM/DE																																									
			AFI																								ASIA													CAR		NAM		SAM	
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			ALGERIA	ASECNA	BURUNDI	DJIBOUTI	ERITREA	ETHIOPIA	GAMBIA	GHANA	KENYA	LIBYA	MOROCCO	MOZAMBIQUE	NIGERIA	RWANDA	SEYCHELLES	SIERRA LEONE	SOMALIA	SOUTH AFRICA	SUDAN	TANZANIA	TUNISIA	UGANDA	ZAMBIA	ZIMBABWE	BANGLADESH	CHINA	HONG KONG	INDIA	INDONESIA	JAPAN	MALAYSIA	MALDIVE	PAKISTAN	PHILIPPINES	SINGAPOUR	SRILANKA	THAILAND			CANADA	U.S.A	BRASIL	CUBA
Name	Use	ICAO Loc. Ind.																																											
ST. CATHERINE/St. Catherine	RS	HESC																																											
RAS EL NAKAB/Taba	RS	HETB																																											
IRAN, ISLAMIC REPUBLIC OF																																													
BANDAR ABBAS/Bandar Abbas Intl	RS	OIKB																																											
ESFAHAN/Esfahan Shahid Beheshti Intl	RS	OIFM																																											
MASHHAD/Shahid Hashemi Nejad Intl	RS	OIMM																																											
SHIRAZ/Shiraz Intl	RS	OISS																																											
TABRIZ/Tabriz Intl	RNS	OITT																																											
TEHRAN/Mehrabad Intl	RS	OIII	X								X												X				X	X	X		X	X		X	X		X	X	X						X
TEHRANE/Emam Khomaini Intl	RS	OIIE																																											

AIS-4-C			FROM/DE																																										
			AFI																								ASIA													CAR		NAM		SAM	
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			ALGERIA	ASECNA	BURUNDI	DJIBOUTI	ERITREA	ETHIOPIA	GAMBIA	GHANA	KENYA	LIBYA	MOROCCO	MOZAMBIQUE	NIGERIA	RWANDA	SEYCHELLES	SIERRA LEONE	SOMALIA	SOUTH AFRICA	SUDAN	TANZANIA	TUNISIA	UGANDA	ZAMBIA	ZIMBABWE	BANGLADESH	CHINA	HONG KONG	INDIA	INDONESIA	JAPAN	MALAYSIA	MALDIVE	PAKISTAN	PHILIPPINES	SINGAPOUR	SRILANKA	THAILAND			CANADA	U.S.A	BRASIL	CUBA
Name	Use	ICAO Loc. Ind.																																										
ZAHEDAN/Zahedan Intl	RS	OIZH																																										
IRAQ																																												
BAGHDAD/~~Saddam~~ Baghdad Intl	RS	~~ORBS~~ ORBI																																										
BASRAH/Basrah Intl	RS	ORMM																																										
ISRAEL																																												
BEER-SHEBA/Teyman	AS	LLBS																																										
EILAT/Eilat	RNS	LLET																																										
HAIFA/Haifa	RS	LLHA																																										
JERUSALEM/Atarot	RS	LLJR																																										
OVDA/Intl	RS	LLOV																																										
TEL AVIV/Ben Gurion	RS	LLBJ																																										
JORDAN																																												
AMMAN/Marka Intl	AS	OJAM																																										

AIS-4-C

Integrated Aeronautical Information Package

TO BE AVAILABLE IN

FROM/DE

AFI

Name	Use	ICAO Loc. Ind.	ALGERIA	ASECNA	BURUNDI	DJIBOUTI	ERITREA	ETHIOPIA	GAMBIA	GHANA	KENYA	LIBYA	MOROCCO	MOZAMBIQUE	NIGERIA	RWANDA	SEYCHELLES	SIERRA LEONE	SOMALIA	SOUTH AFRICA	SUDAN	TANZANIA	TUNISIA	UGANDA	ZAMBIA	ZIMBABWE
AMMAN/Queen Alia	RS	OJAI																								
AQABA/Aqaba Intl		OJAQ																								
JERUSALEM/Jerusalem	RS	OJJR																								
KUWAIT																										
KUWAIT/Kuwait Intl	RS	OKBK	X				X	X			X	X	X							X	X		X			X
LEBANON																										
BEIRUT/Intl	RS	OLBA	X					X		X		X	X		X			X			X		X			
OMAN																										
~~MUSACT~~ MUSCAT/Seeb Intl	RS	OOMS				X					X						X					X				
SALALAH	AS	OOSA																								
QATAR																										
DOHA/Doha Intl	RS	OTBD																								

ASIA / CAR / NAM / SAM

Name	BANGLADESH	CHINA	HONG KONG	INDIA	INDONESIA	JAPAN	MALAYSIA	MALDIVE	PAKISTAN	PHILIPPINES	SINGAPOUR	SRILANKA	THAILAND	CAR	CAR	NAM: CANADA	NAM: U.S.A	SAM: BRASIL	SAM: CUBA
AMMAN/Queen Alia																			
AQABA/Aqaba Intl																			
JERUSALEM/Jerusalem																			
KUWAIT																			
KUWAIT/Kuwait Intl	X	X	X	X	X	X			X				X			X			
LEBANON																			
BEIRUT/Intl				X		X			X										
OMAN																			
~~MUSACT~~ MUSCAT/Seeb Intl	X		X	X	X		X	X	X	X	X	X	X						
SALALAH																			
QATAR																			
DOHA/Doha Intl																			

FROM/DE

AIS-4-C			AFI																								ASIA													CAR		NAM		SAM	
Integrated Aeronautical Information Package **TO BE AVAILABLE IN**			ALGERIA	ASECNA	BURUNDI	DJIBOUTI	ERITREA	ETHIOPIA	GAMBIA	GHANA	KENYA	LIBYA	MOROCCO	MOZAMBIQUE	NIGERIA	RWANDA	SEYCHELLES	SIERRA LEONE	SOMALIA	SOUTH AFRICA	SUDAN	TANZANIA	TUNISIA	UGANDA	ZAMBIA	ZIMBABWE	BANGLADESH	CHINA	HONG KONG	INDIA	INDONESIA	JAPAN	MALAYSIA	MALDIVE	PAKISTAN	PHILIPPINES	SINGAPOUR	SRILANKA	THAILAND			CANADA	U.S.A	BRASIL	CUBA
Name	Use	ICAO Loc. Ind.																																											
SAUDI ARABIA																																													
DAMMAM/King Fahd Intl	RS	OEDF																																											
JEDDAH/King Abdulaziz	RS	OEJN	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X		X		X			X	X	X	
MADINAH/Prince Mohammad Bin Abdulaziz	RS	OEMA																																											
RIYADH/King Khalid Intl	RS	OERK																																											
SYRIAN ARAB REPUBLIC																																													
ALEPPO/Aleppo Intl	RS	OSAP																																											
BASSEL AL-ASSAD/Latakia	RS	OSLK																																											
DAMASCUS/Damascus Intl	RS	OSDI																																											
UNITED ARAB EMIRATES																																													
ABU DHABI/Intl	RS	OMAA					X					X					X										X			X					X										

AIS-4-C

Integrated Aeronautical Information Package

TO BE AVAILABLE IN

FROM/DE – AFI

Name	Use	ICAO Loc. Ind.	ALGERIA	ASECNA	BURUNDI	DJIBOUTI	ERITREA	ETHIOPIA	GAMBIA	GHANA	KENYA	LIBYA	MOROCCO	MOZAMBIQUE	NIGERIA	RWANDA	SEYCHELLES	SIERRA LEONE	SOMALIA	SOUTH AFRICA	SUDAN	TANZANIA	TUNISIA	UGANDA	ZAMBIA	ZIMBABWE
AL AIN/Al Ain Intl	RS	OMAL																			X					
DUBAI/Dubai Intl	RS	OMDB																								
FUJAIRAH/Fujairah Intl	RS	OMFJ	X								X	X	X		X		X		X		X	X	X			
RAS AL KHAIMAH/Ras al Khaima Intl	RS	OMRK																								
SHARJAH/Sharjah Intl	RS	OMSJ																								
YEMEN																										
ADEN/Aden Intl	RS	OYAA																								
HODEIDAH/Hodeidah	RS	OYHD																								
SANA'A/Sana'a Intl	RS	OYSN																								
TAIZ/Ganad	RS	OYTZ																								

FROM/DE – ASIA, CAR, NAM, SAM

Name	Use	ICAO Loc. Ind.	BANGLADESH	CHINA	HONG KONG	INDIA	INDONESIA	JAPAN	MALAYSIA	MALDIVE	PAKISTAN	PHILIPPINES	SINGAPOUR	SRILANKA	THAILAND	CAR	CAR	CANADA (NAM)	U.S.A (NAM)	BRASIL (SAM)	CUBA (SAM)
AL AIN/Al Ain Intl	RS	OMAL				X					X										
DUBAI/Dubai Intl	RS	OMDB				X			X	X	X	X	X		X						
FUJAIRAH/Fujairah Intl	RS	OMFJ	X			X				X	X										
RAS AL KHAIMAH/Ras al Khaima Intl	RS	OMRK																			
SHARJAH/Sharjah Intl	RS	OMSJ				X				X	X			X							
YEMEN																					
ADEN/Aden Intl	RS	OYAA																			
HODEIDAH/Hodeidah	RS	OYHD																			
SANA'A/Sana'a Intl	RS	OYSN																			
TAIZ/Ganad	RS	OYTZ																			

AIS/MAP TF/2
Appendix 3K to the Report on Agenda Item 3

STATUS OF IMPLEMENTATION OF WGS-84 IN THE MID REGION

		FIR	ENR	TMA/CTA/CTZ	APP	RWY	AD/HEL	GUND	QUALITY SYSTEM	AIP	REMARKS
AFGHANISTAN		N	N	N	N	N	N	N	N	N	Not reported using uniform format
BAHRAIN		F	F	F	F	F	F	F	N	F	Latest report dated 25/3/03
EGYPT		F	F	F	F	F	F	F	F	F	Latest report dated 21/4/03
IRAN		F	F	P	N	F	N	P	P	F	Latest report dated 5/5/03
IRAQ		N	N	N	N	N	N	N	N	N	Not reported using uniform format
ISRAEL		N	N	N	N	N	N	N	N	N	Ref is made to Israel Fax dated 21 Aug. 2002: Implementation was expected for **Nov 2003**
JORDAN		F	F	F	F	F	F	N	N	F	Latest report dated 4/1/01
KUWAIT		F	F	F	F	F	F	N	N	F	Latest report dated 7/4/03
LEBANON		F	F	F	F	F	F	N	N	F	Latest report dated 6/2/03
OMAN		F	F	F	F	F	F	N	F	F	Latest report dated 16/1/01
QATAR		F	F	F	F	F	F	N	N	F	Latest report dated 31/3/03
SAUDI ARABIA		F	F	F	F	F	F	N	F	F	Latest report dated 21/4/03
SYRIA		N	F	P	P	P	P	N	N	N	Under Process Latest report dated 28/3/02
UNITED ARAB EMIRATES		F	F	F	F	F	F	F	F	F	Latest report dated 24/3/03
YEMEN		N	N	N	N	F	F	N	N	N	Not reported using uniform format (Publication was expected for June 2003)
TOTAL (%)	**F**	***67***	***73***	***60***	***60***	***73***	***67***	***20***	***26***	***67***	
	P	***0***	***0***	***13***	***7***	***7***	***7***	***7***	***7***	***0***	
	N	***33***	***27***	***27***	***33***	***20***	***26***	***73***	***67***	***33***	

Legend: **F**: Fully implemented **P**: Partly implemented **N**: Not implemented

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AIS/MAP TF/2
Appendix 3L to the Report on Agenda Item 3

FASID TABLE AIS-5 — WGS-84 REQUIREMENTS

EXPLANATION OF THE TABLE

Column

1 Name of the State, territory or aerodrome for which WGS-84 coordinates are required with the designation of the aerodrome use:

RS — international scheduled air transport, regular use
RNS — international non-scheduled air transport, regular use
RG — international general aviation, regular use
AS — international scheduled air transport, alternate use

2 Runway designation numbers

3 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume 1, Chapter I, are:

NINST — non-instrument runway;
NPA — non-precision approach runway
PA1 — precision approach runway, Category I;
PA2 — precision approach runway, Category II;
PA3 — precision approach runway, Category III.

4 Requirement for the WGS-84 coordinates for FIR, shown by an ‘‘X’’ against the State or territory to be covered.

5 Requirement for the WGS-84 coordinates for Enroute points, shown by an ‘‘X’’ against the State or territory to be covered.

6 Requirement for the WGS-84 coordinates for the Terminal Area, shown by an ‘‘X’’ against the aerodrome to be covered.

7 Requirement for the WGS-84 coordinates for the Approach points, shown by an ‘‘X’’ against the runway designation to be covered.

8 Requirement for the WGS-84 coordinates for runways, shown by an ‘‘X’’ against the runway designation to be covered.

9 Requirement for the WGS-84 coordinates for Aerodrome/Heliport points (e.g. aerodrome/heliport reference point, taxiway, parking position, etc.), shown by an ‘‘X’’ against the aerodrome to be covered.

10 Requirement for geoid undulation shown by an ‘‘X’’ against the runway threshold to be covered.

11 Requirement for the WGS-84 Quality System, shown by an ‘‘X’’ against the State or territory to be covered.

12 Requirement for publication of WGS-84 coordinates in the AIP shown by an ‘‘X’’ against the State or territory to be covered.

13 Remarks (timetable for implementation)

Note.- For Columns 4 to 12 use the following symbols:

X- Required but not implemented
XI- Required and implemented

WGS-84 Requirements (MID FASID Table AIS-5)

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
AFGHANISTAN			X	X						X	X	
(OAKB) KABUL/Kabul					X			X				
RS	11 29	NPA PA1				X X	X X		X X			
(OAKN) KANDAHAR/Kandahar					X			X				
AS	05 23	NPA NPA				X X	X X		X X			
BAHRAIN			XI	XI						X	XI	
(OBBI) Bahrain Intl.					XI			XI				
RS	30 12	PA1 ~~N~~PA1				XI XI	XI XI		~~X~~ XI ~~X~~ XI			
EGYPT			XI	XI						XI	XI	
HEAR EL-ARISH/El-Arish Int'l					~~X~~ XI			~~X~~ XI				
AS	16 34	NPA NPA				XI XI	XI XI		~~X~~ XI ~~X~~ XI			
(HEAT) Asyut					X			~~X~~ XI				
AS	13 31	NINST NPA				~~X~~ XI	XI XI		~~X~~ XI			
(HEAX) Alexandria Int'l					XI			XI				
RS	18 36	NINST NPA				~~X~~ XI	XI XI		~~X~~ XI			
	04 22	NPA NINST				~~X~~ XI	XI XI		~~X~~ XI			
HEAZ CAIRO/Almaza Int'l					~~X~~ XI			~~X~~ XI				
ANS	18 36	NPA NPA				~~X~~ XI ~~X~~ XI	~~X~~ XI ~~X~~ XI		~~X~~ XI ~~X~~ XI			
	05 23	NINST NINST					~~X~~ XI ~~X~~ XI					

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
HEBA ALEXANDRIA/Borg El-Arab					X			X				
RS	14 32	NPA PA1				X ~~X~~ XI	~~X~~ XI ~~X~~ XI		~~X~~ XI ~~X~~ XI			
(HECA) Cairo					XI			XI				
RS	05L 23R 05R 23L 16 34	PA2 PA2 PA2 PA2 NINST NINST				XI XI XI XI XI XI	XI XI XI XI XI XI		~~X~~ XI ~~X~~ XI ~~X~~ XI ~~X~~ XI ~~X~~ XI ~~X~~ XI			
(HEGN) Hurghada					XI			XI				
RS	16 34	NPA PA1				XI XI	XI XI		~~X~~ XI ~~X~~ XI			
(HELX) Luxor					XI			XI				
RS	02 20	NPA PA1				XI XI	XI XI		~~X~~ XI ~~X~~ XI			
HEMA MARSA ALAM/ Marsa Alam					~~X~~ XI			~~X~~ XI				
RNS	15 33	NPA NPA				~~X~~ XI ~~X~~ XI	~~X~~ XI ~~X~~ XI		~~X~~ XI ~~X~~ XI			
HEOW SHARK EL OWEINAT/Shark					~~X~~ XI			~~X~~ XI				
El-Owenat Int'l AS	01 19	NPA NINST				~~X~~ XI	XI XI		~~X~~ XI			
HEPS PORT SAID/Port Said Int'l					~~X~~ XI			~~X~~ XI				
AS	10 28	NPA NPA				~~X~~ XI ~~X~~ XI	~~X~~ XI ~~X~~ XI		~~X~~ XI ~~X~~ XI			
HESC) St. Catherine								XI				
RS	17 35	NINST NINST					XI XI					
(HESH) Sharm-El-Sheikh					XI			XI				
RS	04L 22R 04R 22L	PA1 NINST NPA NINST				XI XI	XI XI XI XI		~~X~~ XI ~~X~~ XI			
(HESN) Aswan					XI			XI				
RS	17 35	NPA PA1				XI	XI XI		~~X~~ XI ~~X~~ XI			
(HETB) Taba					XI	XI		XI				
AS	04 22	NPA NINST					XI XI		~~X~~ XI			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
IRAN			XI	XI						XI	XI	
(OIKB) Bandar Abbass/					~~XI~~ X			~~XI~~ X				
Bandar Abbas Intl	03R	NPA				~~XI~~ X	XI		X			
RS	21L	PA1				~~XI~~ X	XI		X			
	03L	NINST				~~XI~~ X	XI					
	21R	NINST				~~XI~~ X	XI					
(OIFM) Esfahan/					~~XI~~ X			~~XI~~ X				
Shahid Beheshti Intl												
RS	08L	NPA				~~XI~~ X	XI		X			
	26R	PA1				~~XI~~ X	XI		X			
	08R	NPA				~~XI~~ X	XI		X			
	26L	NPA				~~XI~~ X	XI		X			
(OIMM) Mashhad/					XI			~~XI~~ X				
Shahid Hashemi Nejad Intl												
RS	13L	NPA				~~XI~~ X	XI		X			
	31R	PA1				~~XI~~ X	XI		X			
	13R	NPA				~~XI~~ X	XI		X			
	31L	PA1				~~XI~~ X	XI		X			
(OISS) Shiraz/shahid					XI			XI				
Dastghaib Intl												
RS	11R	NPA				XI	XI		X			
	29L	PA1				XI	XI		X			
	11L	NPA				XI	XI		X			
	29R	PA1				XI	XI		X			
(OITT) Tabriz/Tabriz Intl					~~XI~~ X			~~XI~~ X				
RNS	12L	NPA				~~XI~~ X	XI		X			
	30R	PA1				~~XI~~ X	XI		X			
	12R	NINST				~~XI~~ X	XI					
	30L	NINST				~~XI~~ X	XI					
(OIII) Tehran/					~~XI~~ X			~~XI~~ X				
Mehrabad Intl												
RS	11R	NPA				~~XI~~ X	XI		X			
	29L	PA1				~~XI~~ X	XI		X			
	11L	NPA				~~XI~~ X	XI		X			
	29R	NPA				~~XI~~ X	XI		X			
(OIIE) TEHRAN/Emam					X			X				
Khomaini Intl												
RS ~~(Future)~~	11L	NPA				X	~~X~~ XI		X			
	29R	PA1				X	~~X~~ XI		X			
(OIZH) Zahedan/Zahedan					~~X~~ XI			~~XI~~ X				
Intl	17	NPA				~~XI~~ X	XI		X			
RS	35	~~N~~PA1				~~XI~~ X	XI		X			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
IRAQ			X	X						X	X	
(ORBS~~I~~) Baghdad ~~Saddam~~ Intl.					X			X				
RS	15L 33R	PA2 PA2				X X	X X		X X			
	15R 33L	PA1 PA1				X X	X X		X X			
(ORMM) Basrah Intl.					X			X				
RS	14 32	PA2 PA2				X X	X X		X X			
ISRAEL			X	X						X	X	~~The end of the implementation process is expected for~~ ~~**July 2003**~~ ~~Publication of coordinates in the AIP is expected for~~ ~~**November 2003.**~~
(LLET) EILAT/Eilat					X			X				
RNS	03 21	NPA NINST				X	X X		X			
(LLHA) HAIFA/Haifa					X			X				
RS	16 34	NINST NINST					X X					
(LLJR)JERUSALEM/Atarot					X			X				
RS	12 30	PA1 NPA				X X	X X		X X			
(LLOV) OVDA/Intl					X			X				
RNS	02L 20R	NINST NPA				X	X X		X			
(LLBG) TEL AVIV/ Ben Gurion					X			X				
RS	03 21 08 26 12 30	NPA NINST NPA PA1 PA1 NPA				X X X X X	X X		X X X X X			
(LLSD) TEL AVIV/ Sde-Dov					X			X				
AS	03 21	NINST NINST					X X					
JORDAN			XI	XI						X	XI	
(OJAI) Amman/Queen Alia					XI			XI				
RS	08R 26L 08L 26R	NPA PA1 PA1 NPA				XI XI XI XI	XI XI XI XI		X X X X			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(OJAM) Amman/Marka Intl					XI			XI				
AS	24 06	PA1 NINST				XI XI	XI XI		X			
(OJAQ) Aqaba/King					XI			XI				
Hussein Intl RNS	01 19	PA1 NPA				XI XI	XI XI		X X			
(OJJR) JERUSALEM/ Jerusalem												
RS	12 30	NPA PA1										
KUWAIT			XI	XI						X	XI	
(OKBK) Kuwait Intl.					XI			XI				
RS	33L 15R 33R 15L	PA2 PA2 PA2 PA2				XI XI XI XI	XI XI XI XI		X X X X			
LEBANON			XI	XI						X	XI	
(OLBA) Beirut Intl.					XI			XI				
RS	17 35 18 36 03 21	PA1 NINST PA1 NINST PA1 NINST				XI XI XI XI XI XI	XI XI XI XI XI XI		X X X			RWY 35 not used for landing RWY 36 no Land during night
OMAN			XI	XI						XI	XI	
(OOMS) Muscat/Seeb					XI			XI				
RS	26 08	PA1 PA1				XI XI	XI XI		X X			
(OOSA) Salalah					XI			XI				
AS	07 25	NPA PA1				XI XI	XI XI		X X			
QATAR			XI	XI						X	XI	
(OTBD) Doha Int. Airport					XI			XI				
RS	34 16	PA2 NPA				XI XI	XI XI		X X			
SAUDI ARABIA			XI	XI						~~X~~ XI	XI	
(OEDF) DAMMAM/King Fahd Intl					~~X~~ XI			~~X~~ XI				
RS	16L 34R 16R 34L	PA1 PA1 PA1 PA1				XI XI XI XI	XI XI XI XI		X X X X			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(OEJN) JEDDAH/King Abdulaziz					~~X~~ XI			~~X~~ XI				
RS	16R	PA2				XI	XI		X			
	34L	PA2				XI	XI		X			
	16C	PA2				XI	XI		X			
	34C	PA2				XI	XI		X			
	16L	PA1				XI	XI		X			
	34R	PA1				XI	XI		X			
(OEMA)MADINAH/Prince Mohammad Bin Abdulaziz					~~X~~ XI			~~X~~ XI				
RS	17	PA1				XI	XI		X			
	35	PA1				XI	XI		X			
	18	NPA				XI	XI		X			
	36	PA1				XI	XI		X			
(OERK) RIYADH/King Khalid Intl					~~X~~ XI			~~X~~ XI				
RS	15L	PA1				XI	XI		X			
	33R	PA1				XI	XI		X			
	15R	PA1				XI	XI		X			
	33L	PA1				XI	XI		X			
SYRIA			X	XI						X	X	
(OSAP) Aleppo Intl.					XI			X				
RS	09	NINST				XI	XI					WGS-84 coordinates published in AIP Supplement 02/01 dated 01Aug.2001
	27	NPA				XI	XI		X			
(OSLK) Bassel Al-Assad					X			X				
RS	17	NPA				X	X					
	35	NINST					X					
(OSDI) Damascus					XI			XI				
RS	05L	NPA				X	X		X			
	23R	PA1				XI	XI		X			
	05R	NPA				X	X		X			
	23L	NPA				X	X		X			
UNITED ARAB EMIRATES			XI	XI						XI	XI	
(OMAA) Abu Dhabi Int. Airport					XI			XI				
	31L	PA3				XI	XI		XI			
	13R	PA1				XI	XI		XI			
	13L	PA3				XI	XI		XI			
	31R	PA1				XI	XI		XI			
(OMAL) Al Ain Int. Airport					XI			XI				
RS	01	PA1				XI	XI		~~X~~ XI			
	19	NPA				XI	XI		~~X~~ XI			

STATE, TERRITORY OR AERODROME FOR WHICH WGS-84 IS REQUIRED			WGS-84 REQUIRED									REMARKS
CITY/AERODROME/	RWY No	RWY TYPE	FIR	ENR	TMA CTA CTZ	APP	RWY	AD/ HEL	GUND	QUALITY SYSTEM	AIP	
1	2	3	4	5	6	7	8	9	10	11	12	13
(OMDB) Dubai Int. Airport					XI			XI				
RS	12L 30R 12R 30L	PA3 PA3 PA2 PA2				XI XI XI XI	XI XI XI XI		XI XI XI XI			
(OMFJ) Fujairah Int. Airport					XI			XI				
RS	11 29	NPA PA1				XI XI	XI XI		XI XI			
(OMRK) Ras Al Khaimah Int. Airport					XI			XI				
RS	16 34	NPA PA1				XI XI	XI XI		XI XI			
(OMSJ) Sharjah Int. Airport					XI			XI				
RS	12 30	NPA PA2				XI XI	XI XI		XI XI			
YEMEN			X	X						X	X	
(OYAA) Aden					X			XI				WGS-84 Implementation is under process. ~~Publication expected June 2003~~ (Not yet reported using uniform format)
RS	08 26	NPA PA1				X X	XI XI		X X			
(OYHD) Hodeidah					X			XI				
RS	03 21	NPA NPA				X X	XI XI		X X			
(OYRN) Mukalla/Riyan					X			XI				
RS	06 24	NPA NPA				X X	XI XI		X X			
(OYSN) Sanna'a					X			XI				
RS	18 36	PA1 NPA				X X	XI XI		X X			
(OYTZ) Taiz/Ganad					X			XI				
RS	01 19	NPA NPA				X X	XI XI		X X			

LIST OF STATES HAVING NOTIFIED ICAO WITH DIFFERENCES RELATED TO THE IMPLEMENTATION OF WGS-84

SUPPLEMENT TO ANNEX 14 Volume I

Differences Notified by	Paragraph	Subject
Germany	Appendix 5 (Table 2)	The WGS-84 geoid undulation at aerodrome elevation position will not be published in Germany. ***Remark****: This item needs not to be published because for non-precision approaches the MDH is referred to the THR position at all German IFR aerodromes.*
Netherlands	2.5.3 2.5.4	In the Netherlands it is not yet considered necessary to determine the geographical coordinates of the taxiway centre line points in terms of WGS-84. In the Netherlands it is not yet considered necessary to determine the geographical coordinates of the aircraft stands in terms of WGS-84.

SUPPLEMENT TO ANNEX 15

Differences Notified by	Paragraph	Subject
Argentina	3.6.4.2 and 3.6.4.4	The geoid undulation will not be provided. Geoid undulation will not be applied. The order of resolution of the geographical coordinates will be applied partially in accordance with details in Appendix 7 and Appendix 1.
Belarus	3.6.4	The WGS-84 system is being implemented gradually at the present time.
Canada	3.6.4	Canada uses the North American Datum 1983 (NAD 83) as a geodetic reference datum. NAD 83 is equivalent to WGS84 for aeronautical purposes.
China	3.6.4.1 and 3.6.4.2	WGS-84 is being progressively introduced. WGS-84 geoid undulation not published at present
Denmark	3.6.4.2	Reference to the geoid undulation is not yet available.
Germany	Appendix 7 (Table A7-2)	The WGS-84 geoid undulation at aerodrome/heliport elevation position will not be published in Germany
United Republic of Tanzania	3.6.4.1	Only a few coordinates at airports are published in WGS-84 geodetic reference.
Uzbekistan	3.6.4.1 and 3.6.4.2	The geodetic coordinates of WGS-84 are not used. Information on geoid undulation will not be provided

SUPPLEMENT TO ANNEX 4

Differences Notified by	Paragraph	Subject
Australia, Ecuador and New Zealand	**Chapter 13.** Aerodrome/Heliport Chart – ICAO. Paragraph 13.6.1 c)	*Geoid undulation data not available/published.*
France	**Chapter 13.** Aerodrome/Heliport Chart – ICAO. Paragraph 13.6.1 c)	So as not to detract from legibility of the charts, only one geoid undulation, valid for the aerodrome as a whole, is published.

REPORT ON AGENDA ITEM 4: REVIEW OF AIR NAVIGATION DEFICIENCIES in the AIS/MAP Field

4.1 The meeting recalled that MIDANPIRG/8 developed Conclusion 8/54 inviting MID States to allocate sufficient resources for the elimination of the air navigation deficiencies and urging them to inform ICAO of any implementation problems they encounter in the elimination of deficiencies within their State(s) giving the rationale for non-elimination of deficiencies. To this end, States were requested to formulate and review on a regular basis an action plan including the rationale for non-elimination of deficiencies, using the format at **Appendix 4B** to the report on Agenda Item 4. The first action plan should have been submitted to the ICAO MID Regional Office for review, prior to the 31st December 2003.

4.2 The meeting was informed that as a follow-up action to MIDANPIRG/8 Conclusion 8/54, a State Letter Ref. AN 2/2 –242 dated 19 November 2003 has been sent to MID States in order to provide the ICAO MID Regional Office with the updated list of deficiencies, including those related to the AIS/MAP field, and the action plan they had developed and implemented to eliminate these deficiencies. Six (6) States have, so far, provided the requested action plan and updated list of deficiencies.

4.3 It was brought to the attention of the meeting that the 11th Air Navigation Conference (ANConf/11), 22 September – 3 October 2003, discussed the issue related to the rectification of air navigation deficiencies and formulated consequently Recommendation 4/8.

4.4 The meeting was also reminded, that MIDANPIRG/8 under Decision 8/51 *(SAFETY OF AIR NAVIGATION SERVICES IN THE MID REGION)* agreed to establish an Air Navigation Safety Working Group (ANS WG) with a view to identify resources and to act as a resource for resolving deficiencies. One of the ways this ANS WG would be able to act as a resource for resolving the deficiencies would be through its advocacy with relevant high-level officials and/or donor Organizations.

4.5 The updating of the list of deficiencies, which is considered as a living document, is an on-going activity of the Secretariat to reflect the identified/reported air navigation deficiencies in the MID Region. Taking into consideration the replies received and the information provided during the meeting, the Task Force reviewed and updated the list of deficiencies in the AIS/MAP field as shown at **Appendix 4A** to the report on Agenda Item 4.

4.6 In view of the above, the Task Force recognized that AIS/MAP services in the region still require serious attention from States and ICAO in order to alleviate identified deficiencies and reiterated the need to take urgent action on MIDANPIRG/8 Conclusion 8/54 related to the elimination of air navigation deficiencies.

AIS/MAP TF/2
Appendix 4A to the Report on Agenda Item 4

UPDATED AIR NAVIGATION DEFICIENCIES IN THE MIDDLE EAST REGION
AIS/MAP FIELD

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ Facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
1	ANNEX 15: Para 4.1.1	Afghanistan, Iraq	Newly Restructured AIP	June 1996		Need to produce and issue the new restructured AIP	Indicated States	Dec. 2004	U
2	ANNEX 15: Para 4.2.9 & 4.3.7	Afghanistan, Iraq, ~~Israel, Kuwait~~, Syria, Yemen	Lack of regular and effective updating of the AIP	January 2003	ICAO to follow up with States	Need to update the AIP on a regular basis	Indicated States	~~Afghanistan: Dec. 2004~~ ~~Iraq: Dec. 2004~~ Syria: Jun. 2004 The remaining States: Dec. ~~2003~~ 2004	~~A~~ U
3	ANNEX 15: Para 6.	Afghanistan, Iraq, Israel, Jordan, Kuwait, Syria, Oman, Yemen	Lack of implementation of AIRAC System	Mar. 2004 for Jordan, Oman and Yemen; May 1995: remaining States	ICAO to follow up with States	Need for implementation of AIRAC requirements	Indicated States	~~Afghanistan: Dec. 2004~~ ~~Iraq: Dec. 2004~~ ~~Syria: March 2003~~ ~~The remaining States: Dec. 2003~~ Sep. 2004	A
4	~~ANNEX 15: Para. 6.1~~	~~Yemen~~	~~Lack of effective application of AIRAC System~~	~~January 2003~~	~~ICAO to follow up with States~~	~~Need for an effective application of AIRAC System~~	~~Indicated States~~	~~November 2003~~	~~A~~
5	ANNEX 15: Para 3.6.4	Afghanistan, Iraq, Israel,	Implementation of WGS-84	December 1997		Need to implement WGS-84	Indicated States	Israel: Nov. 2003 The remaining States: Dec. 2004	U

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ Facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
6	ANNEX 15: Para 3.6.4	~~Bahrain~~, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, Yemen	Lack of full ~~implementation of WGS-84~~ Implementation of geoid undulation referenced to the WGS-84 ellipsoid.	January 2003	ICAO to follow up with States to determine what action is needed to achieve implementation.	Need to ~~complete the full implementation of~~ implement geoid undulation referenced to the WGS-84 ellipsoid.	Indicated States	~~Yemen: June 2003~~ ~~The remaining States: Mar. 2004~~ Dec. 2004	A
7	ANNEX 15 Para. 3.2	Afghanistan, Bahrain, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, Yemen	Implementation of a Quality System	January 2003		Need to introduce a properly organized quality system in conformity with ISO 9000 series of quality assurance standards.	Indicated States	Dec. 2004 Bahrain: Dec. 2004 The remaining States: Dec 2005	A
8	ANNEX 15 Para. 5.2.8.3	Afghanistan, Iraq, Israel, Oman, Syria	Non-production of the monthly printed plain language summary of NOTAM	January 2003		Need to produce the monthly printed plain language summary of NOTAM	Indicated States	~~Nov. 2003~~ Jun. 2004	A
9	ANNEX 4 Para. 7.2	Afghanistan, Iraq, Israel, Jordan, ~~Qatar~~, Saudi Arabia, Syria, Yemen	Non-production of the Enroute Chart-ICAO	May 1995		Need to produce the Enroute Chart-ICAO	Indicated States	~~Afghanistan: Dec. 2004~~ ~~Iraq: Dec. 2004~~ Saudi Arabia: May 2004 Syria: ~~Dec 2003~~ Jun 2004 Yemen: June 2003 The remaining States: ~~May~~ Dec 2004	A

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ Facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
10	ANNEX 4 Para. 3.2	Afghanistan, Egypt, Iran, ~~Oman~~, Saudi Arabia, Syria, UAE, Yemen	Non-production of Aerodrome Obstacle Chart-ICAO Type A	Mar. 2004 for Egypt and UAE; May 1995: remaining States	For some RWYs in Egypt, ~~Oman~~, Saudi Arabia, Syria, UAE and Yemen the Aerodrome Obstacle Chart-ICAO Type A has not been produced	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)	Indicated States	Afghanistan: Dec. 2004 Iraq: Dec. 2004 Saudi Arabia: May 2004 Syria: ~~Dec 2003~~ Mar 2004 Yemen: June 2003 The remaining States: ~~May~~ Sep. 2004	A
11	ANNEX 4 Para. 13.2	Afghanistan ~~Bahrain~~, Iran, Iraq, Qatar	Non-production of Aerodrome/ Heliport Chart - ICAO	May 1995		Need to produce Aerodrome/ Heliport Chart - ICAO for all Int'l Aerodromes	Indicated States	Afghanistan: Dec. 2004 Iraq: Dec. 2004 The remaining States: ~~May 2004~~ Dec. 2004	A
12	ANNEX 4 Para. 11.2	Afghanistan, Iraq, Yemen	Non-production of Instrument Approach Chart-ICAO	January 2003	Yemen has produced the Instrument Approach Chart-ICAO except for TAIZ/Ganad (OYTZ) Airport	Need to produce Instrument Approach Chart-ICAO for all Int'l Aerodromes	Indicated States	~~Yemen: June 2003~~ ~~The remaining States:~~ Dec. 2004	A
13	ANNEX 4 Para. 6.2	Egypt, Iraq	Non-production of Precision Approach Terrain Chart-ICAO	January 2003		Need to produce Precision Approach Terrain Chart-ICAO for precision approach RWYs CAT II and III.	Indicated States	Dec. 2004	A
14	ANNEX 4 Para. 6.2	Iran	Precision Approach Terrain Chart-ICAO for Tehran Mehrabad Int'l Airport RWY 29L not updated	July 2001		Precision Approach Terrain Chart-ICAO for Tehran Mehrabad Int'l Airport RWY 29L has to be updated	Iran	June 2004	A

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	States/ Facilities	Description	Date first reported	Remarks	Description	Executing body	Date of complete	Priority for action*
15	ANNEX 4 Para. 16.2	Afghanistan Bahrain, Egypt, Iran Iraq, Kuwait, Lebanon, Saudi Arabia, Syria, Yemen	Non-production of World Aeronautical Chart – ICAO 1:1 000 000	May 1995		Need to produce the assigned sheets of the World Aeronautical Chart – ICAO 1:1 000 000	Indicated States	Egypt: Dec. 2005 Saudi Arabia: May Sep 2004 ~~Yemen: June 2003~~ The remaining States: ~~Sep.~~ Dec. 2004	B
~~16~~	~~ANNEX 4 Para. 15.1~~	~~Syria~~	~~Aircraft Parking/Docking Chart for Damascus~~ Airport does not ~~reflect the actual configuration of parking stands~~	~~Sep. 2002~~	~~(*) Difficulty parking B747-400 and B777 at Stands A10 and~~ A11 ~~(*) Refer to similar deficiency in the AOP field~~	~~The chart should be updated to show and identify parking positions~~ and capacity status for ~~each aircraft type~~	~~Syria~~	~~Nov. 2003~~	~~B~~
16	ANNEX 15 Para. 8.1	Afghanistan Iran, Iraq, Israel, Jordan, Qatar, Syria, Yemen	Non provision of pre-flight information service at international airports	Mar. 2004		Need to provide a pre-flight information service at all aerodromes used for international air operations.	Indicated States	Dec. 2004	A

EXPLANATORY NOTES

* Priority for action to remedy the 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.

AIS/MAP TF/2
Appendix 4B to the Report on Agenda Item 4

STATES ACTION PLAN FOR ELIMINATION OF AIR NAVIGATION DEFICIENCIES

State :…….. **Date:**……..

Item No	Deficiency	Corrective Action		Remarks*
		Description	Date of completion	

(*) Rationale for non-elimination, Difficulties encountered, other States concerned, etc.

REPORT ON AGENDA ITEM 5: LATEST DEVELOPMENTS IN THE AIS/MAP FIELD

5.1 AIS Automation

5.1.1 Under this agenda item the meeting was presented with materials pertaining to the implementation of automation in the AIS/MAP field. The importance of aeronautical information and charts services in the context of the CNS/ATM systems was underlined and the need to further develop AIS/MAP to support the new global ATM operational concept was pointed out. At the core of the emerging CNS/ATM requirements lays AIS automation, which will provide not only timely and accurate aeronautical information but also will contribute to improved safety, increased efficiency and greater cost-effectiveness to users.

5.1.2 With reference to Annex 15, it was recalled that the major objective of AIS is to ensure the flow of aeronautical information necessary for the safety, regularity and efficiency of international civil aviation and that States shall take all necessary measures to ensure that aeronautical information/data they provide is adequate, of required quality and timely. In fact, Annex 15 (paragraph 3.6.6) recommends that automation in AIS should be introduced with the objective of improving the speed, accuracy, efficiency and cost effectiveness of aeronautical information services.

5.1.3 The MID Basic Air Navigation Plan (ANP) also states that "*the development of automation within AIS should be based on an integrated MID regional automated AIS system concept, in order to obtain a general standardization of procedures, products and services to users, and avoid potential divergences, incompatibilities and duplication of effort*".

5.1.4 In addition to the requirements of Annex 15 and the MID Air Navigation Plan, the meeting was apprised of the provisions of ICAO Doc. 9750-AN/963 ? Global Air Navigation Plan for CNS/ATM Systems, Chapter 9, paragraph 9.9, which reads as follow:

"*With the increased quantity of aeronautical information and with clearly defined operational requirement for aeronautical data quality (accuracy, resolution and integrity), emerging aeronautical databases are improving, inter alias, the speed, efficiency and cost-effectiveness of aeronautical information. For those reasons, many States have begun or are planning to develop electronic aeronautical databases with the intent of using such data to prepare and update their AIPs and/or to exchange electronic aeronautical information. It is therefore necessary to develop new Annex 15 specifications related to the electronic storage, provision and interrogation of aeronautical information*".

5.1.5 The meeting recognized that although the paper-based AIS in operation now has served the aeronautical community for more than 50 years, and led to the establishment of a whole AIS support industry, it is becoming more and more archaic and incompatible with increasingly automated flight and air traffic management systems, which largely relay on timely, accurate and quality assured aeronautical data and that the paper-based AIS is source of integrity errors, incoherence and distribution delays.

5.1.6 It was highlighted, in this regard, that the new navigation and ATM systems are data-dependent, all requiring access to Aeronautical Information of a considerably higher quality and timeliness than is currently generally available. Aeronautical Information has therefore become a crucial and critical component of the ATM systems and has to be developed to support seamless air traffic services and navigation covering all the phases and procedures related to flight. Essential improvement of current methods of operation must continue, whilst in parallel, AIS must transit to significantly different methods of information provision and management so as to meet the future needs of airspace users in a safe, timely and cost effective way.

5.1.7 In this context, the meeting was apprised of the outcome of the eleventh Air Navigation Conference (ANConf/11), Montreal 22 September – 3 October 2003, in relation with AIS/MAP. In this regard, it was recalled that the ANConf/11 recognized that an important premise of the global ATM operational concept is the idea that timely, accurate and quality-assured information will be available and shared on a system-wide basis. The extensive sharing of information encourages collaborative decision-making, thereby allowing air traffic management to optimize efficiency in the conduct of its operations. The ANConf/11 stressed out that aeronautical information services (AIS) and meteorological services (MET) are subsets of the ATM information requirements and therefore, would need to be fully addressed when developing ATM requirements.

5.1.8 The meeting was made aware that ICAO has abandoned the approach aimed towards standardisation at the highest conceptual level of aeronautical information (the approach attempted earlier by Standard ICAO Conceptual Information Model (SICIM) at the AIS/MAP Divisional meeting, 1998). Instead, concentration is on the codification and exchange of aeronautical information and updates to it. The new goal is to have a system, which is capable of storing and retrieving electronic AIPs and broadcast AIP updates.

5.1.9 The meeting was informed that the ANConf/11 was presented with an envisioned computerized aeronautical information services (CAIS) system concept that was developed with the aim of supporting the global ATM system by establishing conditions for the provision, in real-time, of high quality aeronautical information (in a common exchange format) to any airspace user, any time, anywhere. The meeting noted that the system concept envisioned a system consisting of a database, servers and clients; a publisher-subscriber type system; the capability to maintain aeronautical information publication (AIP) information of all States in an electronic format, referred to as an aeronautical data package (ADP); and the promulgation of changes to the ADP to States and other subscribers in an electronic format.

5.1.10 The ANConf/11 was informed that several fundamental principles had been taken into account when developing the CAIS system concept, e.g. existing Annex 15 — *Aeronautical Information Services* provisions concerning the autonomy and responsibility of States for the provision of quality aeronautical information. The concept was based on data exchange while ensuring that network traffic was minimal, and the system was expandable and modular. By focusing on the exchange process, Annex 15 and the *Aeronautical Information Services Manual* (Doc 8126) would be used to develop an extensible mark-up language (XML)-based exchange format. The ANConf/11 noted that a prototype had demonstrated that currently available technology could be used to exchange electronically aeronautical information.

5.1.11 The meeting was informed also that the ANC/11 recognized that there were issues that had to be considered as the aviation community moved to a digital environment. Among these was the need to ensure that as more and more data became available through electronic means, obtaining such data should remain affordable. Additionally, it was recalled that a large portion of the aviation community continued to use paper products and that not all would immediately embrace the digital age. Therefore, it was necessary to ensure that this portion of the aviation community continued to have access to necessary data and that their needs were considered. Finally, it was pointed out that developing States had particular needs as they would not always be in a position to move quickly to a digital environment and this had to be considered from a global perspective.

5.1.12 In view of the above, the ANConf/11 developed the following Recommendation:

Recommendation 1/8 — Global aeronautical information management and data exchange model

That ICAO:

a) when developing ATM requirements, define corresponding requirements for safe and efficient global aeronautical information management that would support a digital, real-time, accredited and secure aeronautical information environment;

b) urgently adopt a common aeronautical information exchange model, taking into account operational systems or concepts of data interchange, including specifically, AICM/AIXM, and their mutual interoperabilities; and

c) develop, as a matter of urgency, new specifications for Annexes 4 and 15 that would govern provision, electronic storage, on-line access to and maintenance of aeronautical information and charts.

5.1.13 In the context of planning for implementation of the future ATM system based on the operational concept, the meeting recalled also that the ANConf/11 noted that there was already a well-established interrelationship between the regional Air Navigation Plans (ANPs) and the Global Plan. However, there was a pressing requirement to make up-to-date air navigation planning information more available and functional for all those involved in the planning process. It was noted that ICAO had already developed air navigation planning databases and related publication and charting systems that supported CD-ROM and hard copy ANP publication formats, and which were extensible to take advantage of recent Internet database and mapping technologies. Furthermore, recent technology advances allowed not only for the timely dissemination of ANP information through a central Web server, but also for efficiencies in maintaining an up-to-date ANP database that could be extended to include interregional and global planning information. The functionality of this information could be significantly increased through an associated Web-based charting/GIS system. The ANConf/11 therefore developed upon the following recommendation:

Recommendation 1/14 — Development of an ICAO air navigation plan database and associated Web-based information and charting service

That ICAO develop and maintain a database containing all tabular material from all the regional air navigation plans, both Basic Operational Requirements and Planning Criteria (BORPC) and the Facilities and Services Implementation Document (FASID), together with the major traffic flows and other regional data from Part II of the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750), and make this database and associated charts available through the Web.

5.1.14 With regard to the status of implementation of AIS automation in the MID Region, the Task Force recalled that the ATM/SAR/AIS SG/6 and MIDANPIRG/8 meetings agreed that the major challenge of the MID Region is in the automation of AIS and the eventual development of an integrated MID Region AIS automation plan/system. MIDANPIRG/8 accordingly endorsed Conclusion 8/33 as follows:

CONCLUSION 8/33: AUTOMATION OF AERONAUTICAL INFORMATION SERVICES

That:

a) a survey on automation of Aeronautical Information Services be carried out with a view to obtain information from MID States regarding to what extent automation is included within their Aeronautical Information Services;

b) the results of this survey should serve as a basis for the development of an AIS/MAP Automation Plan for the MID Region;

c) the AIS/MAP Task Force evaluate the level of AIS automation required for the MID Region; and

d) the various experiences of MID States and other States from adjacent Regions in the field of AIS/MAP automation be taken into consideration in any regional approach to automation, pending the development of guidelines by ICAO regarding storage and exchange of electronic aeronautical information/data.

5.1.15 The meeting was also informed that, the survey on automation of Aeronautical Information Services in the MID Region has been carried out and that the questionnaire attached at **Appendix 5A** to the report on agenda item 5, was sent to MID States to obtain information regarding to what extent automation is included within their Aeronautical Information Services. Based on the replies received from the ten (10) States who responded to the questionnaire and the inputs received from the attendees, the results of this survey are shown at **Appendix 5B** to the report on agenda item 5 and could be summarized as follow:

a) All MID States provide an AIS service. In some exceptional cases, the provision of AIS/MAP services has been delegated to another State or non-governmental Agency.

b) With the exception of 2 or 3 States, the geographical coverage area for the majority of MID States is composed of a number comprised between 50 and 100 of States with which they exchange aeronautical information.

c) The majority of MID States have not yet implemented an aeronautical database. The integrity of the information contained in some NOTAM databases, already implemented, is not regularly checked using a Cyclic Redundancy Check tool (CRC).

d) One State has a plan to implement in 2008 an AIS database accessible from on-board by data link (VDL, ACARS, etc).

e) The majority of NOTAM Offices in the MID Region are partially automated and number of them is not automated at all.

f) An important number of Aerodrome AIS Units are not automated. The PIBs are either not produced or produced using a semi-automated process generally without a filtering based on the NOTAM qualifiers (NOTAM selection criteria). For those Aerodrome AIS Units, which are automated, the production of PIBs is, in some cases based on a central database (NOF database) and in other cases based on a local database (independent from the NOF database).

g) No State has fully automated the production process of its AIP and aeronautical charts.

h) 2 States have implemented a Quality System (one of them is certified ISO 9001-2000) and in one more State the implementation of a QMS for the cartography Section is under process.

i) No State has published its Integrated Aeronautical Information Package (IAIP) on a CD-ROM. However, the IAIP of one State is available in PDF format on the website and two more States have posted their AICs, AIP Supplements and NOTAM summaries on the web.

j) Few States have implemented a harmonized AIS/MET/FPL pre-flight briefing system.

k) There is a common request seeking for ICAO guidance material on AIS automation and quality system implementation.

l) Some States have expressed their need for training for their AIS personnel, especially on those aspects related to AIS automation and quality system.

5.1.16 With a view to enhance the level of automation within MID States Aeronautical Information Services, in order to overcome the deficiencies related to aeronautical information/data still processed manually, the Task Force recalled that Chapter 9 of the Aeronautical Information Services Manual (Doc 8126) is reserved to the organization of an automated aeronautical information services system. Its main purpose is to assist States that are interested in the development and introduction of automated processes within their AIS infrastructure. However, these guidance materials are practically limited to the use of automation in the compilation, processing and distribution of NOTAM as well as for the provision of pre-flight information services by automated means. Indeed, it was highlighted that para. 9.2.4 of Doc 8126 states that with a view to ensuring progressive implementation of automated AIS systems taking account of actual technical possibilities, a number of basic principles should be adhered to, inter-alia:

a) States should initially automate the NOTAM service within their own AIS, taking into account user requirements.

b) States that decide to not automate their AIS may, in the interest of improved efficiency, arrange for the provision of automated services on its behalf on the basis of bilateral or multilateral agreements between States or other non-governmental organizations. The arrangements must take into account the non-transferable responsibility of a State for the aeronautical information published as well as other technical and administrative aspects associated with such agreements.

5.1.17 The meeting was informed also that Annex 3 – Meteorological Service for International Air Navigation and Annex 15 – Aeronautical Information Services, recommend that Automated pre-flight information systems providing a harmonized, common point of access to aeronautical information and meteorological information, should be established by an agreement between the civil aviation authority and the relevant meteorological authority. Therefore, in an automated environment users should be able to access both AIS and MET information on request, from a common interface, based on the flight plan (including time, route or area and height).

5.1.18 The meeting was apprised of the activities of Egypt and Eurocontrol in the field of AIS automation.

5.1.19 Based on the foregoing, the Task Force agreed that AIS automation should be implemented in an evolutionary manner taking into account experiences and implementation strategies/techniques being adopted in adjacent States and Regions. The meeting agreed then on the following Draft Conclusions:

DRAFT CONCLUSION 2/3: APPROACH TO AIS AUTOMATION

That, with a view to ensure progressive implementation of automated AIS systems in accordance with the AIS Manual (Doc 8126) and the MID Basic Air Navigation Plan, States, which have not yet introduced automation within their Aeronautical Information Services, are urged to:

a) plan to initially automate their NOTAM and pre-flight information services; or

b) arrange for the provision of automated services on their behalf on the basis of bilateral or multilateral agreements with States or other non-governmental organizations.

Note: In case a State has a plan for automation, it should be ensured that the automated NOTAM and pre-flight information system to be implemented is modular, expandable and based on data exchange concept to support further developments and applications.

DRAFT CONCLUSION 2/4: HARMONIZATION OF AIS, MET AND FPL INFORMATION

That, in any approach to AIS automation, States should take the necessary measures to enable users to access both AIS and MET information from a common interface based on the flight plan entry, to support combined AIS/MET/FPL pre-flight briefing.

5.2 Quality System

5.2.1 The meeting recalled that the major objective of AIS is to ensure the flow of aeronautical information necessary for the safety, regularity and efficiency of international civil aviation. In that respect, Annex 15 (paragraph 3.1.1.2) states that: ''*Each Contracting State shall take all necessary measures to ensure that aeronautical information/data it provides relating to its own territory, as well as areas in which the State is responsible for air traffic services outside its territory, is adequate, of required quality and timely''*. It is also stated that an AIS shall ensure that aeronautical information/data necessary for the safety, regularity or efficiency of air navigation is available in a form suitable for the operational requirements.

5.2.2 Amendment 29 to Annex 15, introduced the requirements for the implementation of a quality system, within the Aeronautical Information Services. As of 1 January 1998:

"*Each Contracting State shall take all necessary measures to introduce a properly organized quality system containing procedures, processes and resources necessary to implement quality management at each function Stage. The execution of such a quality management shall be made demonstrable for each function stage, when required*" (Annex 15, Chapter 3 paragraph 3.2.1, refers).

5.2.3 In this context, the function stages of an AIS mentioned here above relate to: receive and/or originate, collate or assemble, edit, format, publish/store and distribute aeronautical information/data concerning the entire territory of the State as well as areas in which the State is responsible for air traffic services outside its territory.

5.2.4 Reference was made also to paragraph 3.2.2 of Annex 15 which recommends that the quality system established should be in conformity with the International Organization for Standardization (ISO) 9000 series of quality assurance standards, and certified by an approved organization and to ICAO Doc. 9750-AN/963 ? Global Air Navigation Plan for CNS/ATM Systems, Chapter 9, which underlines the concept of Quality System.

5.2.5 These International Standards specify the requirements for a quality management system where an organization needs to:

a) demonstrate its ability to consistently provide products that meet customer and applicable regulatory requirements, and

b) address customer satisfaction through the effective application of the system, including processes for continual improvement and the prevention of non-conformity.

5.2.6 The meeting was of view that the quality of the aeronautical information/data is largely dependent upon the quality assurance/management programme developed and used by Civil Aviation Authorities in acquiring or developing the data. An effective quality assurance/management programme and the related processes of a Civil Aviation Authority play an important role in determining how well aeronautical data supports the needs and requirements of the intended users. One important part of the quality process is assurance that once the data has been created it retains its intended existence and value through the complete production cycle. Overall, the quality of aeronautical data published by a Civil Aviation Authority has become more significant in support of existing computer-based system and RNP/RNAV concepts.

5.2.7 The need for aeronautical data of required quality is not new. It has been important, but it seems that in the past more emphasis was often placed on the availability and timeliness of the data rather than on the quality. Availability and timeliness will always be important; however, quality must be re-emphasized, especially in support of those systems that now rely and will rely in the future on navigation data contained in on-board databases. As GNSS technology and RNP/RNAV concepts evolve and as systems become dependent on data in databases, especially those systems applying point-to-point navigation techniques, the quality of data will assume a greater role within the aviation community. For example, the quality of pathpoints to support precision GNSS approaches will be absolutely critical to flying a successful final approach segment in RNP airspace.

5.2.8 The meeting was apprised also of the outcome of the ANConf/11related to the integrity of aeronautical information to support RNAV and GNSS-based operations. In this regard, the ANConf/11 was made aware that, during the first GNSS procedure and RNAV operation implementation trials, deficiencies revealed in the quality of the aeronautical data in airborne systems had included errors and/or discrepancies between the data published in the AIP. It was noted that the main sources of errors were as a result of non-compliance with the data quality provisions in Annex 15 during the origination phase, and alteration of data during the various processes of the aeronautical data chain. Although several initiatives had been launched to address the problem of data integrity, especially in the context of RNAV implementation, there were no coordinated system or applicable standards to make sure that the required levels of data integrity are met all the way through the aeronautical data chain, from origination to end-use. The ANConf/11 noted also the existence of some discrepancies between industry and the ICAO data quality requirements for accuracy, integrity and resolution. In the discussion of issues raised, safety aspects of aeronautical data quality, particularly the integrity of data for RNAV and GNSS-based operations, were emphasized by many States and international organizations. In this regard, the ANConf/11 stressed an urgent need for ICAO to develop guidance material covering the acquisition of data from various sources, processing and assessment of the overall quality. It was suggested the material should also address detecting the data corruption events (alteration of the data by a given organization without acknowledgment to the other involved organizations) in the aeronautical data chain. It was also suggested that the task of harmonization of Annex 15 data quality requirements and corresponding industry standards be endeavoured without delay.

5.2.9 The meeting was informed that, the AIS/MAP Section in Montreal is developing the Quality Management System Manual for AIS/MAP Services and that this work was approaching the final stage. The manual is expected to be published during this year.

5.2.10 For clarification purposes, the meeting was presented with consistent background materials on quality management systems, particularly the ISO 9001 version 2000 concept and requirements attached at **Appendix 5C** to the report on agenda item 5.

5.2.11 The meeting was of view that the role of AIS is one of the foundation building blocks for the successful transition to a global ATM system. At the core of this building block lies the quality system that will provide quality and timely information to the aviation community. The timeliness and integrity of quality aeronautical information/data is a significant enabling activity for the globalisation of ATM.

5.2.12 The Task Force recognized also that, while the importance and need for the provision of high quality aeronautical information is gaining momentum, the implementation of quality system appears to be a specific domain with low degree of implementation among MID States. In fact, two States have implemented a quality system (one of the States is certified ISO 9001-2000) and the implementation of a quality management system in the cartography Section of another State is under development. Most of the States had not even initiated the implementation procedure for various reasons, among them missing commitment from the top level management, lack of staff resources and financial restrictions.

5.2.13 It was recalled, in this regard, that MIDANPIRG/8 meeting has recognized also the need for the provision of high quality aeronautical information in the MID Region and endorsed Conclusion 8/34 urging MID States, not having done so, to take the necessary measures to implement a quality system within their Aeronautical Information Services, in conformity with the ISO 9000 series of standards.

5.2.14 In view of the above, the Task Force agreed that after deciding to implement a quality system, there will be a need to formulate a plan to determine exactly what is required, and what the steps forward are. It was highlighted also that an effective quality system is one that is written and organised around the way each AIS operates. The "ready-made" solutions should be treated with some degree of caution. When the AIS Personnel are involved in the development and implementation of the quality system, they will develop a sense of "ownership" and provide an easier path to making the quality system work. It is often difficult to inspire ownership of a quality system when it has been developed in isolation. It was pointed out also that there is no short cut to the development and documentation of a robust quality system. It takes time and effort, but at the end is a worthy prize.

5.2.15 The Task Force reiterated then the need to comply with Annex 15 provisions and to take urgent action on MIDANPIRG/8 Conclusion 8/34 related to the implementation of quality system and agreed to the following Draft Conclusion:

DRAFT CONCLUSION 2/5: IMPLEMENTATION OF QUALITY SYSTEM WITHIN MID STATES' AISS

That with a view to obtain information from MID States regarding the status of implementation of quality system within their Aeronautical Information Services and/or the difficulties they face to implement the required system:

a) ICAO MID Regional Office carries out a survey on the implementation of quality system; and

b) the results of this survey should serve as a basis for the development of a Quality Management Plan for the MID Region to guide and assist States in the implementation of a Quality Management System in conformity with the ISO 9000 series of standards.

5.3 AIS/MAP Timelines for the MID Region

5.3.1 The Task Force recalled that Chapter 9 of the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750) describes how aeronautical information and charts services have been traditionally provided and how AIS/MAP services should be developed to support the new CNS/ATM requirements. The meeting noted then that although para. 9.15 – 9.17 of Doc 9750 are

reserved to this particular issue (*AIS/MAP Systems to support the transition to the new global CNS/ATM Systems*), Part II of this document (*Facilities and Services for the implementation of the Global Plan*), which depicts the facilities and services to be provided to satisfy the requirements for implementation of global CNS/ATM Systems, contain only the global timelines related to WGS-84 implementation as part of the GNSS implementation, under Chapter 7 (Navigation). Similarly, the CNS/ATM Implementation Plan for the MID Region does not include any Section related to AIS/MAP and like the global plan, includes only the timelines related to the WGS-84 implementation.

5.3.2 The meeting was informed that in accordance with the information available from ICAO headquarters, it will be proposed shortly to the Air Navigation Commission (ANC) to delete Part II of Doc 9750. Regardless of the future action in respect of this part of the global plan, the meeting was of view that the development of some AIS/MAP timelines could be a useful planning tool for the MID Region.

5.3.3 Consequently, the Task Force adopted the tables at **Appendix 5D** to the report on agenda item 5, developed by the Secretariat using the format of the MID Region CNS/ATM implementation Plan. These AIS/MAP timelines will be used in the MID Region as internal planning tool for the implementation of specific AIS/MAP related subjects, with a view to support the global ATM operational concept. The meeting therefore developed the following Draft Conclusion:

DRAFT CONCLUSION 2/6: AIS/MAP TIMELINES FOR THE MID REGION

*That, as a support to the global ATM operational concept, the AIS/MAP timelines at **Appendix 5D** to the report on agenda item 5, be used in the MID Region as an internal planning tool for the implementation of specific AIS/MAP-related subjects.*

5.4 AIS/MAP Personnel Training/Licensing

5.4.1 The meeting was presented with relevant information pertaining to training/licensing of AIS/MAP Personnel including Annex 15 provisions related to human factors and the outcome of the AIS/MAP/98 Divisional meeting on this subject.

5.4.2 In this regard, the Task Force recalled that Amendment 29 to Annex 15 introduced a Standard requiring the implementation of a quality system, within the Aeronautical Information Services to support the users requirement for the provision of quality assured aeronautical information. An extremely important component of the quality system is the human resources.

5.4.3 In this context, paragraph 3.2.3 of Annex 15 states the following:

"Within the context of a quality system, the skills and knowledge required for each function shall be identified and personnel assigned to perform those functions shall be appropriately trained. States shall ensure that personnel possess the skills and competencies required to perform specific assigned functions, and appropriate records shall be maintained so that the qualifications of personnel can be confirmed. Initial and periodic assessments shall be established that require personnel to demonstrate the required skills and competencies. Periodic assessment of personnel shall be used as a means to detect and correct shortfalls".

5.4.4 Amendment 30 to Annex 15 introduced also a Standard related to Human Factor as follow (Paragraph 3.6.8 of Annex 15, refers):

"*The organization of the Aeronautical Information Services as well as the design, contents, processing and distribution of aeronautical information shall take into consideration Human Factors principles which facilitate their optimum utilization*".

5.4.5 Before aeronautical information/data is released for use by civil aviation it must be verified and authorized by certain AIS/MAP official. As the provision of erroneous, incomplete or untimely information could have direct safety consequences; there is a significant number of customer requests for AIS Training and considerable opinion that, in order to guarantee the competency of crucial personnel, AIS/MAP licensing standards are required.

5.4.6 It was brought to the attention of the meeting that, in the past, guidance on AIS/MAP training had been provided to States through Doc 7192-AN/857, Training Manual, Part E-3, Aeronautical Information services Personnel and ICAO Technical Assistance Training Guideline Incorporating a Syllabus Model, Course 021 – *Aeronautical Information Officer*. However, these documents are now outdated due to the recent amendments to Annex 15, particularly with the introduction of the WGS-84 System, the quality system and the increasing emphasis on automation. It is therefore, essential to provide guidelines for the design and use of automation in the AIS/MAP field. Automation should be considered to be a tool or resource, a device, system or method, which enables the human to accomplish some tasks that might otherwise be difficult or impossible, or which the human can direct to carry out more or less independently a task that would otherwise require, increased human attention or effort.

5.4.7 The controversy regarding the effect of automation on training is an entirely separate issue. Some claim that automation requires additional skills; while others propose that one of the greatest misconceptions about automation is that it reduces training requirements.

5.4.8 The meeting recognized that regular basic, refresher, advanced and on-the-job training is a continuous need for provider States. Whilst job profiles (i.e. job descriptions) may vary from one State to another. The overall inventory of job duties and responsibilities necessary to support AIS/MAP within any State using similar levels of technology are, more or less, the same. The methodology for the development of a uniform AIS/MAP training programme should cater for the development of both basic levels of job training and specialized AIS/MAP functions. Whilst aviation training is the responsibility of the State, mutual co-operation among MID Region States in the establishment of regional training centres might be an effective means of meeting training needs in the AIS/MAP field.

5.4.9 The Task Force then recalled that recognizing the need to assist MID States in designing and implementing training programmes aimed at alleviating reported deficiencies in the air navigation field, MIDANPIRG, at its 7th meeting, adopted Decision 7/37 – *Establishment of the CNS/ATM Human Resources Planning and Training Task Force*, with a view to develop a comprehensive human resources planning and training programme for the MID Region and guidance materials on human planning and training requirements for eventual inclusion in the MID Air Navigation Plan. In order to strengthen this Task Force and to expedite the process to accomplish the expected results, MIDANPIRG/8 meeting adopted Conclusion 8/39 – *MID REGION STATES SUPPORT FOR THE CNS/ATM HUMAN RESOURCES PLANNING AND TRAINING TASK FORCE* and agreed that States having experience in the fields of human resources planning and training, and those having civil aviation training schools, colleges or academies, should assist the ICAO MID Regional Office and support the Task Force by providing adequate information and expertise through the participation of professionals in training management in its meetings.

5.4.10 It was also pointed out that MIDANPIRG/8 developed Conclusion 8/32, which partially addresses the subject of training of AIS/MAP personnel reminding States of the requirement to ensure that AIS is given proper status in their Administrations and that sufficient funds and trained personnel are made available to AIS.

5.4.11 In discussing the issue related to AIS/MAP Personnel licensing, it was brought to the attention of the meeting that the AIS/MAP/98 Divisional meeting recalled that Personnel Licensing is defined as "*the means by which a State authorizes a license holder to perform specific activities which, unless performed properly could jeopardize the safety of international aviation. The license provides evidence that the issuing State is satisfied that the holder has*

demonstrated an internationally acceptable degree of competency." It was noted then that the definition highlights two important elements of personnel licensing:

a) The license covers activities which are critical to the safety of international aviation; and

b) The license provides evidence of the competency, but the competency itself is the result of the selection and training and, not of the license.

5.4.12 The AIS/MAP/98 Divisional Meeting considered also that, whilst Article 37 of the Convention on International Civil Aviation allows the development of licensing standards for personnel other than flight crew members, (such as aircraft maintenance technicians/engineers/mechanics, Air Traffic Controllers, flight operations officers/flight dispatchers and aeronautical station operators), there is no direct requirement in the Convention, per se, for AIS/MAP personnel to hold a license as in the case of flight crews. As a consequence of this difference in nature between the licenses for flight crew members and those for other personnel defined by the Convention, it has been the common practice in Annex 1 – *Personnel Licensing* to provide for non-mandatory licenses for personnel other than flight crew. Consequently the meeting agreed that the AIS/MAP license should be non-mandatory and taking into account the various points raised in the discussion, the AIS/MAP/98 Divisional Meeting made the following recommendation:

Recommendation 4.2/1 – Amendment to Annex 1 – Personnel Licensing

That ICAO develop new provisions for an AIS/MAP license for inclusion in Annex 1 - Personnel Licensing.

5.4.13 The meeting was informed also that a specific ANC Task (Task No. PEL-9804) has been created within the Air Navigation Bureau at ICAO Headquarters in Montreal to deal with this specific issue related to AIS/MAP personnel licensing. The outcome of this Task would be the Training Manual for AIS/MAP personnel, which is in the final stages in ICAO Headquarters in Montreal and publication is expected in the coming months.

5.4.14 Based on the foregoing, the meeting recognized that training and human resources represent very important components of the quality system and asked accordingly the Secretariat to include in the questionnaire related to the implementation of quality system within MID States' AISs some items pertaining to training/licensing of AIS/MAP Personnel, based on Annex 15 and ISO 9001 requirements.

5.4.15 With a view to assist and support the activities of the CNS/ATM Human Resources Planning and Training Task Force, the AIS/MAP Task Force agreed to include in its work programme the following tasks:

- focus on identifying the AIS/MAP training resources already available in the MID Region; and
- propose an AIS/MAP training action plan for the MID Region.

5.4.16 Consequently the meeting developed the following Draft Decision:

DRAFT DECISION 2/7: AIS/MAP TRAINING ACTION PLAN FOR THE MID REGION

That, with a view to assist and support the activities of the CNS/ATM Human Resources Planning and Training Task Force, the AIS/MAP Task Force should:

a) identify the AIS/MAP training resources already available in the MID Region; and

b) *propose an AIS/MAP training action plan for the MID Region.*

5.5 Future Amendments to Annex 15 and Annex 4

5.5.1 The meeting was presented with the most important changes to the SARPs contained in Amendment 33 to Annex 15: new provisions concerning definitions; the vertical reference system and the temporal reference system for international civil aviation; electronic terrain and obstacle data and aeronautical data quality requirements.

5.5.2 It was brought to the attention of the meeting that Amendment 33 to Annex 15 would introduce also new requirements to include GNSS-related elements in the Aeronautical Information Publication (AIP) and in NOTAM.

5.5.3 25 November 2004 would be the applicability date of all parts of Amendment 33 to Annex 15, except for those elements concerning the provision of electronic terrain and obstacle data, which are considered for November 2008 and 2010.

5.5.4 Similarly, the meeting was informed that Amendment 53 to Annex 4 — *Aeronautical Charts* will introduce changes concerning: the introduction of a new Radar Minimum Altitude Chart — ICAO; the charting of area navigation and required navigation performance-based procedures; and a consequential amendment relating to electronic terrain and obstacle data.

5.5.5 The common applicability date of 25 November 2004 is considered for Amendment 53 to Annex 4.

AIS/MAP TF/2
Appendix 5A to the Report on Agenda Item 5

ICAO MIDDLE EAST OFFICE
SURVEY ON AUTOMATION OF AERONAUTICAL INFORMATION SERVICES (AIS)
IN THE MID REGION

Introduction:

The purpose of this questionnaire on automation of Aeronautical Information Services in the MID Region is to collect information from States regarding to what extent automation is included within their Aeronautical Information Services. The outputs of this survey should serve as a basis for the development of an AIS/MAP Automation Plan for the MID Region.

NAME OF STATE	DATE

Focal point: Who in your State could we contact for further clarification concerning AIS automation?

NAME: _____

ORGANIZATION: _____

TITLE: _____

PHONE: _____

FAX: _____

E-MAIL: _____

1. ***Provision of aeronautical information services***: a) ☐ b) ☐ c) ☐

a) Has the aeronautical information service been provided by your State? or
b) Has your State agreed with one or more other Contracting State(s) for the provision of a joint service? If yes, What State(s)? ……..
c) Has your State delegated the authority for the provision of the aeronautical information service to other State or non-governmental agency? If yes, specify ……

2. ***Geographical coverage area:*** Indicate the approximate number of States with which you exchange aeronautical information? a) ☐ b) ☐ c) ☐

a) less than 50; or
b) between 50 and 100; or
c) More than 100.

3. ***Statistics for National Publications:*** Please fill in the table below

AIS Publication	AIP Amendments		AIP Supplements		AIC	NOTAM	NOTAM Summary
	Normal	AIRAC	Normal	AIRAC			
Total Number (per year)							

Note: Please use 2000, 2001 and 2002 as reference.

4. ***Aeronautical database***: Have you established an aeronautical database? Yes ☐ No ☐

a) If YES, please specify

- ✓ if the information stored in the database accessible by and/or exchangeable with other users (including other States) ……
  ……
- ✓ the geographical coverage area of this database……..
  ……
- ✓ if the NOTAM production process automatically uses this database; YES/NO
- ✓ if the NOTAM reception process automatically uses this database; YES/NO
- ✓ if the AIP Amendments and Supplements production processes are based on an automatic or manual extraction of information from this database ……
  ……..
- ✓ if the aeronautical chart production process is based on an automatic or manual extraction of information from this database ……..
  ……
- ✓ if the integrity of the information contained in this database is regularly checked using a Cyclic Redundancy Check tool (CRC), YES/NO
- ✓ if this database is accessible by internet, if no do you have plans for that YES/NO
  ……
- ✓ if this database is accessible from on-board (via VDL, ACARS …etc), YES/NO
  if no do you have plans for that: ……
  ……

b) If NO, do you have plans to do so and when?
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5. ***NOTAM Office:*** Is your NOTAM Office automated

a)		b)		c)	

a) not automated; or
b) partially automated; or
c) fully automated.

Please give more detail: If not automated please give the reason(s) and the intended plan and in case partially or fully automated give a brief description of the automated Tasks/functions:
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6. ***Aerodrome AIS Units:*** Are your Aerodrome AIS Units automated?

Yes		No	

a) If YES, please specify

- ✓ Do they use a local database or a central database for the production of Pre-filght Information Bulletins (PIBs) ……
  ……
- ✓ Do they produce all types of PIBs as specified in Doc 8126 paragraph 5.7.2 (including the narrow path route specific bulletin) ……
  ……
- ✓ Is the PIB production is filtered based on the NOTAM qualifiers (Item Q of the NOTAM) …… YES/NO
  ……
- ✓ Please describe any other available automated task/function related to pre-flight information
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b) If NO, do you have plans to do so and when

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7. ***AIP:*** Is the production process of your Aeronautical Information Publications (AIP, AIP Amendments, AIP Supplements and AICs) automated?

a)		b)		c)	

a) not automated; or
b) partially automated; or
c) fully automated.

Please give more detail: If not automated please give the reason(s) and the intended plan and in case partially or fully automated give a brief description of the automated Tasks/Functions. Please specify also if your Aeronautical Information Publications are available on a CD-ROM and/or on a Website and do they include aeronautical charts in an electronic format.

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8. ***Aeronautical Charts:*** Is the production process of your Aeronautical Charts automated?

a)		b)		c)	

a) not automated; or
b) partially automated; or
c) fully automated.

Please give more detail: If not automated please give the reason(s) and the intended plan and in case partially or fully automated give a brief description of the automated Tasks/Functions. Please specify also the software and hardware used for the production of aeronautical Charts.

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9. ***Quality System:*** Have you implemented a Quality System within your AIS? | Yes | | No | |

a) If YES, please

- ✓ specify if the system is in conformity with ISO 9000 series ……
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  ……
- ✓ specify if the system is certified by an approved organization ……
  ……
- ✓ precise the scope of the system and the certification process ……
  ……
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  ……
- ✓ give a brief description of the system ……
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b) If NO, do you have plans to do so and when
……
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10. ***AIS Automation difficulties:*** Have you encountered/Do you still have some difficulties to introduce automation within your AIS? | Yes | | No | |

If YES, please describe areas where assistance could be offered in the field of AIS automation
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11. ***Other helpful information:*** What other information might be helpful for Regional AIS Automation Plan?

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AIS/MAP TF/2
Appendix 5B to the Report on Agenda Item 5

Survey on Automation of Aeronautical Information Services (AIS) in the MID Region

State	Geo Coverage	AIS Database	NOF	AD AIS Units	AIP	Aeronautical Charts	Quality System	Remarks
Afghanistan								
Bahrain	>50 <100	Yes, but used manually CRC-No	Partially automated	Automated Local database Pre-flight information service provided.	Partially automated Word for text and Autocad and wavionix Software for charts. AIP available in PDF format on the Web	Partially automated using Autocad and wavionix Software	Not implemented. An expert company is hired to implement quality system.	Need for guidelines to implement a fully integrated AIS system with a Quality System. The IAIP is available in PDF format on the website.
Egypt	>100	Yes for NOTAM processing CRC: Yes	Fully automated	Automated Central database Production of all types of PIB	Partially automated: Word processing using Apple Mackintosh	Not automated	Implemented but not yet certified	A full automated system is under delivery
Iran	>50 <100	Yes for NOTAM processing CRC: yes	Partially automated, No PIB production	AD AIS Units not automated. Pre-flight information service not provided.	Not automated	Not automated	Not implemented Plan for mid 2004	Plan to automate the NOF as a first step, then the automation of the AIP.
Iraq	>50 <100	No database	NOF not automated	AD AIS Units not automated. Pre-flight information service not provided.	AIP not automated	Charts not automated	No quality system implemented	-Plan for 2005. -ICAO assistance and guidance materials are needed. -ICAO to assist in training the AIS Staff.
Israel								
Jordan	>100	Yes for NOTAM CRC-No	Fully automated	Automated Central database PIBs not formally produced.	Not automated	Partially automated. The production of charts is subcontracted to Royal Geographical Center	No quality system implemented	Ask for assistance for the automation of the AIP and aeronautical charts.

State	Geo Coverage	AIS Database	NOF	AD AIS Units	AIP	Aeronautical Charts	Quality System	Remarks
Kuwait	>50 <100	No database	Partially automated	AD AIS Units not automated. Pre-flight information service provided using a semi-automated system.	Partially automated	Charts not automated	No quality system implemented	Kuwait has plan to implement AIS automation including a quality system for 2007.
Lebanon	>50 <100	Yes, for NOTAM System, AIP is foreseen for the next phase CRC-No	Fully automated	Automated All types of PIBs produced-filtering based on NOTAM Q qualifier	Partially automated No CD-ROM, No website	Partially automated. Training on ATALIS 2 and GeoTITAN is expected for 3 personnels on the 1st half 2004	No quality system implemented	MID Region plans for Quality System? Careful study to the existing AIS systems in some MID States would be useful. Care should be observed regarding the quick advances in AIS automation
Oman	>50 <100	No database	Partially automated	Automated Production of all types of PIB using a local database	Not automated: Preparation and distribution is done by Jeppesen	Not automated: Preparation and distribution is done by Jeppesen	No quality system implemented (Plan for 2006)	
Qatar								
Saudi Arabia	>100	No database	Partially automated: Production and storage of national NOTAMs only.	Not automated. Pre-flight information service provided using a semi-automated system.	Not automated: AIP prepared using standard Word processing.	Not automated: Preparation of AIP charts using CAD software is in progress.	Not implemented: An ISO 9001 QMS has been implemented in the AIS cartography Section. A QMS for the hole AIS is underway, to be finalized in 2005	Automation of the AIP (including charts) is planned for the next 3 years and the AIP should be available for consultation on the net. The NOTAM summary, SUP AIPs and AICs are available on the website

State	Geo Coverage	AIS Database	NOF	AD AIS Units	AIP	Aeronautical Charts	Quality System	Remarks
Syria	>50 <100	No database	NOF Not automated	AD AIS Units not automated. Pre-flight information service not provided.	Not automated	Not automated	No quality system implemented	Plan for automation for end 2004.
U.A.E	>50 <100	Yes, but used manually CRC-Yes	NOF Not automated (No plan for automation)	AD AIS Units not automated.	Not automated	Not automated	A QMS is Implemented and certified ISO 9001-2000	Waiting for ICAO SARPs related to Format/Data models, automated AIP before proceeding with automation. The NOTAM summary, SUP AIPs and AICs are available on the website.
Yemen								

AIS/MAP TF/2
Appendix 5C to the Report on Agenda Item 5

BACKGROUND MATERIALS ON QUALITY SYSTEMS

FOREWORD:

Some of the material included in this document originates from the ISO 9000 standard or from the ISO web site (www.iso.ch). As the texts of the ISO 9000 series of standards are copyrighted, these materials are provided in italics.

1. INTRODUCTION

1.1 The concept of quality in the context of management and programme delivery continues to evolve. Quality was originally viewed as "inspection", aimed at problem identification. Later, *quality control* principles began to emerge in the manufacturing sector, where statistical and mathematical techniques, sampling tables and process control charts were used to ensure quality of products. From the early 1950s to the late 1960s, quality control evolved into *quality assurance*, with emphasis on problem avoidance rather than problem detection. Nowadays, emphasis is placed on strategic *quality management*. While the concept of quality was formerly discussed exclusively in relation to products (goods and services), which an organization produces and supplies, quality is now increasingly discussed in a broader management context. The concept most commonly referred to is "total quality" which encompasses all activities and all phases of an activity: pre-implementation, (planning, programming and budgeting); implementation (control, coordination and monitoring); and post implementation (reporting, evaluation and audit).

1.2 The ISO 9000 series of standards, established by an internationally recognized body, has become the benchmark by which organizations measure the quality of their performance. ISO 9000 standards are designed to be applicable to all organizations regardless of the activities in which they are engaged, the products and services they provide, or the processes used. ISO 9000 is a three-part, continuous cycle including planning, controlling and documentation. ISO has also issued guidelines and standards for auditing quality management systems (ISO 10011).

1.3 Among others, the following principles governing the ISO 9000 series should be highlighted, namely: customer focus, leadership, involvement of people approach, system approach to management, continual improvement, factual approach to decision making and mutual beneficial supplier relationships. It is to be underlined also, that bureaucracy in the sense of generation of many documents should be perceived as a value adding activity not as an end in itself.

1.4 Hereafter are listed twelve milestones as significant steps to be followed, when implementing a quality system:

a) commitment of the Director or Chief Executive;
b) appointment of a Quality Manager and establishment of a project structure;
c) financial commitment to be secured;
d) increase the workforce awareness about quality management;
e) selection of a consultant to guide the process;
f) determination of the quality system framework and appointment of quality representatives from various work areas;
g) quality system training to be undertaken;
h) review of existing processes and documentation and/or creation of new documentation;
i) set up of a quality loop;
j) training internal auditors and auditing the system;
k) improvement of the working documents; and
l) certification audit.

2. QUALITY MANAGEMENT SYSTEM

2.1 The ISO 9000 Standard – definition

2.1.1 The ISO 9000 / 2000 series of standards includes:

- ✓ ISO 9000 itself: it gives the basic principles of Quality management and details the vocabulary used whilst dealing with Quality.
- ✓ ISO 9001 is the standard according which an organization may be certified.
- ✓ ISO 9004 is a list of recommendations for further improvement of the performance, beyond the certification process.
- ✓ Other standards are linked with the ISO 9000: the ISO 9000-3, for instance, is the translation of the ISO 9000 applied to software development.

The scope of this set of standards is to provide common sense indications on the best way to manage an organization.

2.2 The 8 principles of Quality Management

2.2.1 The ISO 9000 series is focused on management; it is governed by eight principles:

a) Customer focus

Organizations depend on their customers and therefore should understand current and future customer needs, should meet customer requirements and strive to exceed customer expectations. The customer is the *organization or person that receives a product.* A customer does not necessarily purchase the product; it can be internal or external to the organization.

b) Leadership

Leaders establish unity of purpose and direction of the organization. They should create and maintain the internal environment in which people can become fully involved in achieving the organization's objectives.

c) Involvement of people

People at all levels are the essence of an organization and their full involvement enables their abilities to be used for the organization's benefit.

d) Process approach

A desired result is achieved more efficiently when activities and related resources are managed as a process. Processes are of different kinds: industrial, scientific or administrative. They exist only because there are expectations to fulfill in order to gain the satisfaction of a client.

e) System approach to management

Identifying, understanding and managing interrelated processes as a system, contributes to the organization's effectiveness and efficiency in achieving its objectives.

f) Continual improvement

Continual improvement of the organization's overall performance should be a permanent objective of the organization.

g) Factual approach to decision making

Effective decisions are based on the analysis of data and information. They should never be based on beliefs or feelings.

h) Mutually beneficial supplier relationships

An organization and its suppliers are interdependent and a mutually beneficial relationship enhances the ability of both to create value.

2.3 Requirements

2.3.1 Management responsibility

2.3.2 Resource Management

2.3.3 Production

2.3.4 Measurement analysis and improvement

2.3.5 Documentation

The first aim of setting up a quality system is often considered as to build up a working documentation. This should be done carefully: the ultimate goal is to encourage the continual improvement of quality, not to set up bureaucracy.

The Version 2000 of ISO 9001 has considerably improved this field compared to the 1994 version: only 6 procedures are compulsory. *Generation of documentation should not be an end in itself but should be a value-adding activity.*

The case of the working documentation that contains the know-how of the organization can include documented procedures (i.e. in writing), work instructions and drawings. More generally, the ISO 9000 states that *each organization determines the extent of documentation required and the media to be used.*

2.3.6 Records

Records shall be kept for traceability every time an activity is associated with a risk: for instance, the risk of not keeping track of the calibration of an instrument being to loose confidence in the data provided, records of the calibrations for each individual instrument shall be kept.

Other records are made necessary through the product realization process: specifications, client's requirements, review reports, etc. shall be kept to prove to the client (for instance an authority) that every task was performed in due course and that the resulting product is in accordance with the requirements or expectations.

Each time there is a mishap (nonconformity or defect, for instance), records contribute to find out how this mishap occurred and help to set up a correction to the process involved in order to avoid further occurrences of the event.

In this field as well, records shall be kept when necessary and only when necessary. The decision to keep a record (when the type of record involved is not made compulsory by the standard) shall be reasonably evaluated according to risk of not keeping it.

2.3.7 Audits

The ISO 9001 certificate is delivered to the organization after an auditing procedure is performed by an accredited body. In fact, three modes of assessments can be envisaged:

First-party assessment: *This is the technical term used when conformity assessment to a standard, specification or regulation is carried out by the supplier organization itself. In other words, it is a self-assessment.*

Second-party assessment: *This indicates that the conformity assessment is carried out by a customer of the supplier organization. For example, the supplier invites a potential customer to verify that the products, which it is offering, conform to relevant ISO product standards.*

Third-party assessment: *In this case, the conformity assessment is performed by a body that is independent of both supplier and customer organizations. An example is ISO 9000 certification where an organization's quality management system is assessed by an independent "certification" or "registration" body against the requirements of an ISO 9000 standard. If the system conforms to the requirements, the certification/registration body issues the organization with an ISO 9000 certificate.*

Such third-party assessment may be required in certain business sectors by government regulations. It may be specified by the customer, or the supplier organization may choose it as a way of differentiating its product or service from others on the market.

Second party assessment is generally time consuming for both the organization itself and the customer. It should be avoided by building the confidence into the ability, for the organization, to perform its tasks according to requirements of its clients.

The third party assessment is the only way to give a general assurance to all customers and specifically to the general public that an organization performs according to the ISO 9001 standard.

The auditing procedure is performed as follows:

- The organization sends a demand to be reviewed to the certifying body ; this body sends back an identification form.
- The certifying body requests a copy of the suitable documentation.
- The certifying body visits the organization to be certified in order to check that the procedures are well known, that the documentation was read, that all necessary records are kept, etc.
- The certifying body issues to the organization a series of nonconformities and remarks.
- The organization must then eliminate the nonconformities and answer the remarks.
- The certifying body decides to deliver the certificate or not, according to the answers received.

A certificate is valid only for a period of three years and is subject to an annual audit. After this three years period, the organization shall ask for a new certification. Audits shall be undertaken internally as well to check that the Quality management system is:

- in conformity with procedures set-up by the organization itself, with the requirements of the ISO 9001 standard,
- performed and maintained efficiently.

This gives an opportunity to the organization to improve its Quality Management System.

2.3.8 Quality improvement loop

This is a basic but fundamental approach to Quality. The loop gives four keywords that shall be followed by each individual or organization in search of performing better:

P for Plan your actions (prepare yourself to do something),

D for Do: do it as best as you can.

C for Check: always check the result of your action, the satisfaction of your client.

A for Act: react to the information you were given by your client in order to do better next time.

This very simple model can be applied to major organizations (**cf. figure 1**):

- Resource management has the role to Prepare and Plan.
- Product realization is the Do
- Measurement, analysis and improvement is partly Check, partly Act.
- Management responsibility is Act.

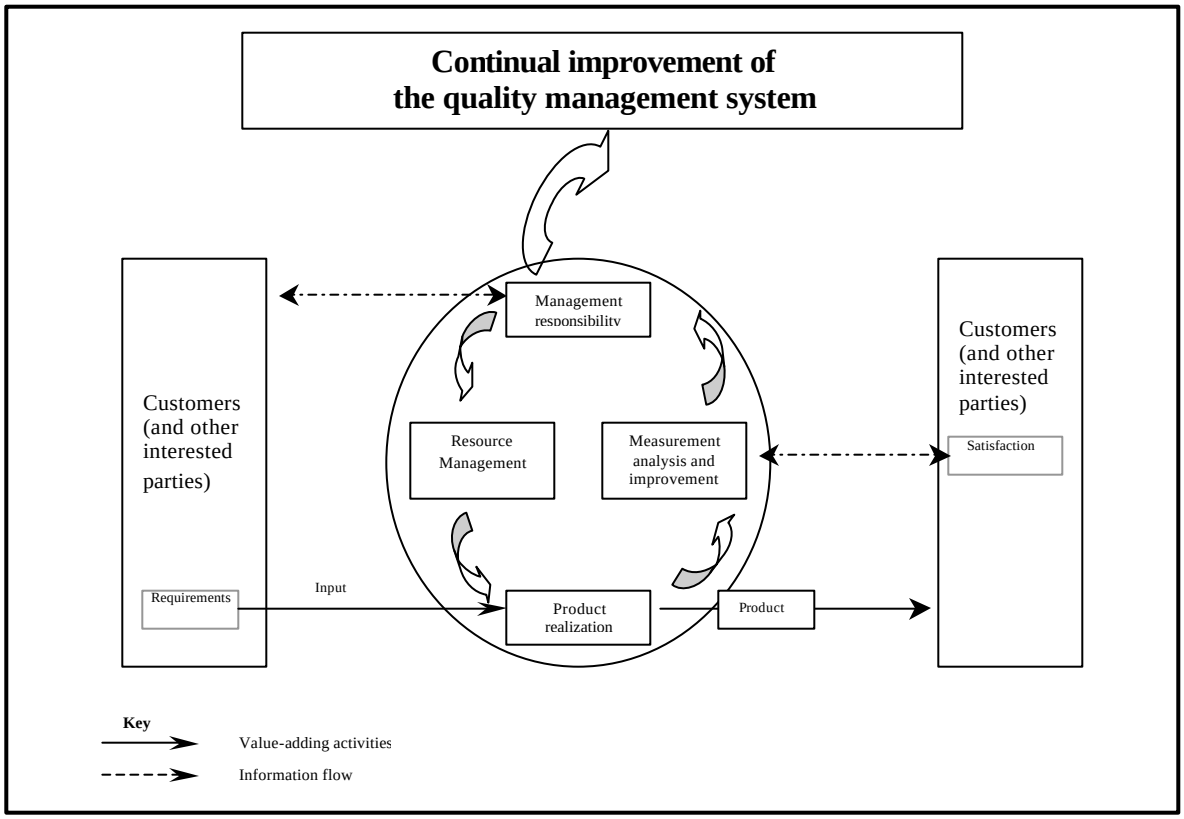

Figure 1: Model of a process-based Quality management system (statements in parentheses do not apply to ISO 9001). This figure is extracted from the ISO 9000 standard.

3. OBJECTIVES FOR THE SETTING UP OF A QUALITY MANAGEMENT SYSTEM

3.1 Comply with legal and statutory requirements (e.g. ICAO's SARPs).

3.2 Determine users requirements over and above their statutory requirements.

3.3 Ensure customers' expectations are satisfied.

3.4 Meet contractual obligations.

3.5 Align activities with the corporate vision.

3.6 Take effective corrective action when processes fail or preventive action when they look likely to fail.

3.7 Continually improve performance

4. EXPECTED RESULTS

4.1 Advantages of setting up a Quality Management System

A Quality Management System (QMS) is not just made out of audits and resulting corrective actions, it is above all an attitude, which provides excess value to customers, to partners and to employees and creates trust. This does not imply that ISO QMS certified organizations do work better, but there is more systematic and strategic planning in their line of actions thus allowing them to seize transparency on the customer's and employee's degree of satisfaction and to fulfill basic requirements in economic and optimized ways. Soft skills are supposed to be enhanced as well as continuous training in various fields keeping the employees in the loop and motivated. That's leads to a clearer understanding of the end to end processes within the organization; a clearer defined routes for obtaining customer requirements and how customer problems are escalated; and a better means by which process outputs can be measured so that continuing improvement can be achieved.

The main advantages of setting up a Quality Management System are, then:

- *Quality assurance to customers helps to obtain and keep customers/users.*
- *Master the process.*
- *Assurance of effective management to Directors and shareholders/owners.*
- *Framework for continual process improvement (helps Company profitability).*
- *Fosters culture of quality and operational excellence.*
- *Mechanism for prompt and effective action on faults and/or complaints.*
- *Helps Company stand out from the crowd.*
- *Recruitment of good staff who want to be associated with a "quality" Company.*
- *Allows staff to concentrate on "positive" work rather than rectifying errors.*
- *Eliminates large amounts of unnecessary work.*

5. MILESTONES

5.1 Commitment of the Director or Chief Executive

5.1.1 A formal and strong commitment from the upper managers is necessary: how could one consider quality as important if not fully supported by the upper management?

5.1.2 A "commitment letter" or any sort of similar text shall be signed by the Chairman of the board and/or the General manager. This short text (less than 2 pages) shall give the vision of the manager on the future of the organization and fix long-range objectives to be fulfilled. Similar commitments shall be signed by each individual manager as a sign of sharing and supporting the vision of the organization.

5.2 Appoint a Quality Manager and set up a project structure

5.2.1 The best way to set up a Quality Management System is to manage it as a project. This requires of course the designation of a project manager, of a project team and of a managing committee.

5.2.2 The head of the managing committee is the general manager. The members of the committee are to be appointed amongst the managing staff. It can be of some help to include some individuals from the workforce.

5.2.3 The project team shall be designated as "the whole personnel": everyone is expected to play a role into the project, even a minor one. The Quality project shall not be considered as coming from the management.

5.3 Secure a financial commitment

5.4 Increase the workforce awareness about Quality Management

5.5 Select a consultant to guide the process

5.5.1 A community of Aeronautical Information Experts cannot transform itself into Quality specialists. This is not required, however, thus the need for a consultant to help develop the Quality System.

5.6 Determine the Quality System framework and appoint Quality Representatives from various work areas

5.7 Undertake Quality System training

5.8 Review existing processes and documentation and/or create new documentation

5.8.1 *Analyze each process and describe it in a standardized format.*

5.8.2 *Review and/or create ad-hoc documentation.*

5.8.3 *Provide the personal with ad-hoc documentation.*

5.9 Set up the Quality loop

5.9.1 *Set up quality indicators and identify possible failure causes.*

5.9.2 *Change the operating mode if necessary.*

5.10 Train internal auditors and audit the system

5.11 Improve the working documents

5.12 Certification audit

6. MEANS

6.1 Require firm commitment of management and staff, from the top down.

6.2 Human resources

6.2.1 *Who is going to be involved - preferably all members of the organization.*

6.2.2 *Need the right people in the right areas.*

6.2.3 *Quality representatives maintaining audit programs.*

6.3 Budget

7. ANNEXES

7.1 Vocabulary

Quality: *degree to which a set of inherent characteristics fulfils requirements.*

Requirement: *need or expectation that is stated, generally implied or obligatory.*

Quality management system: *management system to direct and control an organization with regard to Quality.*

Quality policy: *overall intentions and direction of an organization related to Quality as formally expressed by top management.*

Quality objective: *something sought, or aimed for, related to Quality.*

Quality control: *part of quality management focused on fulfilling quality requirements.*

Quality assurance: *part of quality management focused on providing confidence that quality requirements will be fulfilled.*

Continual improvement: *recurring activity to increase the ability to fulfill requirements.*

Process: *set of interacting activities, which transform inputs into outputs.* A process uses resources (hardware, software, human resources) and is submitted to constraints or obligations (laws and rules). Processes are linked to each other to form a chain. A process adds value to the inputs. If not, the process can generally be discarded.

Procedure: *specified way to carry out an activity or a process.* It is not compulsory to write down procedures: the decision to do so depends on the ability of the personnel to perform the tasks included into the procedure. However it is compulsory to demonstrate that the tasks are performed adequately, and the procedure is known. In practical terms, because of an unavoidable turnover among the personnel, it is almost always compulsory to write down the procedures.

Audit: *systematic, independent and documented process for obtaining audit evidence and evaluating it objectively to determine the extent to which audit criteria are fulfilled.* The organization shall audit itself to check that tasks are performed according to the procedures, that records are kept, etc. The role of the certification process is to provide an external audit to the organization.

Middle East Region

AIS/MAP IMPLEMENTATION PLAN

Updated timelines

TIMELINES:

Global

Regional

National

Middle East — Aeronautical Information Services Implementation

		1994	95	96	97	98	99	2000	01	02	03	04	05	06	07	08	09	2010
Global	WGS-84 Implementation																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	WGS-84 Geoid undulation (GUND) Implementation																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	

Middle East — Aeronautical Information Services Implementation

		1994	95	96	97	98	99	2000	01	02	03	04	05	06	07	08	09	2010
Global	Quality System Implementation																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. Of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Quality System Certification																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. Of																	
	Iraq																	
	Israel																	
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	Kuwait																	
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	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	

Middle East — Aeronautical Information Services Implementation

		1994	95	96	97	98	99	2000	01	02	03	04	05	06	07	08	09	2010
Global	Implementation of an automated NOF and pre-flight Information System																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. Of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Harmonization of AIS, MET and flight plan information to support combined AIS/MET/FPL pre-flight briefing.																	
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. Of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Interrogation of aeronautical databases from the aircraft for combined automated AIS/MET/FPL in-flight briefing.	SARPs not yet available																
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. Of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	

Middle East — Aeronautical Information Services Implementation

		1994	95	96	97	98	99	2000	01	02	03	04	05	06	07	08	09	2010
Global	Publication of the Integrated Aeronautical Information Package on a CD-ROM and on the website.	SARPs not available																
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	
Global	Implementation of a fully automated AIS Database/System.	SARPs not available																
MID Region																		
States	Afghanistan																	
	Bahrain																	
	Egypt																	
	Iran, Islamic Rep. of																	
	Iraq																	
	Israel																	
	Jordan																	
	Kuwait																	
	Lebanon																	
	Oman																	
	Qatar																	
	Saudi Arabia																	
	Syrian Arab Republic																	
	United Arab Emirates																	
	Yemen																	

REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS

6.1 MID AIS/MAP Seminar

6.1.1 Under this agenda item the meeting recognized that although significant improvements have been achieved by a number of States in the MID region, a lot is still required to be done in respect of the implementation of ICAO AIS/MAP-related requirements in the region. To achieve this requirement and to facilitate implementation of existing and new provisions contained in Annex 4 - Aeronautical Charts and Annex 15 - Aeronautical Information Services, the AIS/MAP services in the region still require serious attention from States and ICAO in order to reach the level of implementation and provision of services as required by international aircraft operations. It was recalled then that MIDANPIRG/8 recognized the need for the Regional Office to assist MID States in the process of implementation of AIS/MAP requirements through the organisation of an AIS/MAP Seminar in the MID Region and endorsed consequently the following Conclusion:

CONCLUSION 8/35: AIS/MAP SEMINAR IN THE MID REGION

That a Seminar be organized in the MID Region to address issues related to the latest developments in the field of AIS/MAP particularly AIS automation and Quality Systems.

6.1.2 The AIS/MAP Seminar would provide MID States with updated information on the latest developments in the AIS/MAP field and briefings related to international directions and advances being made in that field, as well as a forum for open discussions where issues related to the implementation of AIS/MAP requirements could be addressed and where users could articulate their specific needs.

6.1.3 The objective of the seminar would be as follows:

a) to increase the level of awareness of AIS/MAP providers regarding the need for the application of the SARPs contained in Annex 4 and Annex 15;
b) to provide MID States with a better understanding of implementation issues related to the SARPs contained in Annex 4 (Aeronautical Charts) and Annex 15 (Aeronautical Information Services);
c) to address issues pertaining to the latest developments in the AIS/MAP field, especially those related to AIS automation and Quality Management Systems;
d) to provide briefings related to international experiences, directions and advances being made in the field of AIS/MAP;
e) to provide a forum for open discussions relating to AIS/MAP matters of mutual interest between providers and users; and
f) to provide a forum where technological advancements and enhancements in the field of AIS/MAP can be displayed and demonstrated.

6.1.4 The meeting agreed that the following subjects be addressed during the seminar:

a) Status of implementation of AIS/MAP ICAO requirements in the MID Region.
b) User requirements for aeronautical information (airlines, controllers, manufacturers, military, etc).
c) AIS automation.
d) Quality Management System for AIS.
e) AIS/MAP services in support of the global ATM operational concept.
f) Training/licensing of AIS/MAP Personnel.

g) Provision of electronic terrain, obstacle and airport mapping data.
h) ICAO Universal Safety Oversight Audit Programme.
i) Technology developments associated with AIS/MAP (GNSS, AIS Databases, use of air-ground data-link, etc).

6.1.5 Regarding the dates and venue of the seminar, it was mentioned that pending on the MID Regional Office budget, the AIS/MAP Seminar/2 is tentatively scheduled to be convened in Cairo, from 29 November till 2 December 2004, unless some State will indicate its willingness to host the seminar. In this latter case and for organizational and coordination purposes, the ICAO MID Regional Office should be informed of a State's intention to host the seminar at least four (4) months in advance of the planned seminar date.

6.1.6 Given the expanding interest in AIS, the meeting agreed that sponsorships for the hosting of the seminar could be sought from industry sources such as Manufacturers, Software developers, IATA, third party providers, etc; who could be invited to attend the seminar and take part in an exhibition, which could be organized concurrently with the seminar, in order to present their products, activities and latest developments in the field of AIS/MAP. In this connection the meeting appreciated Jeppesen's willingness to positively consider its active participation as one of the sponsors of the said seminar.

6.1.7 Based on the above, the meeting agreed on the proposed programme and date for the Seminar.

6.2 Review and update of the Terms of Reference and Work Programme of the AIS/MAP Task Force

6.2.1 Under this agenda item the meeting recalled that the MIDANPIRG AIS Task Force was established pursuant to Decision 2/5 of the ATM/AIS SG/2, which was held in Cairo, 2-4 December 1996. The AIS Task Force held its first meeting in Cairo, 3-6 March 1997 and has reported directly to MIDANPIRG/4, held in Cairo, 01-05 December 1997.

6.2.2 It was also mentioned that in reviewing the report of the ATM/SAR/AIS SG/6 report, MIDANPIRG/8 noted also that since 1997 the AIS follow-up in the MID Region was ensured at the level of the ATM/SAR/AIS Sub-Group and that no AIS Task Force meeting has been held since March 1997. MIDANPIRG accordingly endorsed the Decision formulated by the ATM/SAR/AIS SG/6 and agreed to reactivate the AIS/MAP Task Force.

6.2.3 The Task Force then proceeded to the review of its Terms of Reference and Work Programme and developed the following Draft Decision:

DRAFT DECISION 2/8: REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE AIS/MAP TASK FORCE

That, revised Terms of Reference and Work Programme of the AIS/MAP Task Force be adopted as shown at ***Appendix 6A*** *to the report on agenda item 6.*

6.3 Future Work Programme

6.3.1 In accordance with the MIDANPIRG Procedural Handbook and based on its Terms of Reference and Work Programme, the AIS/MAP Task Force should decide on the dates and venue of its next meeting and to propose a related provisional agenda.

6.3.2 Accordingly the Task Force agreed that the AIS/MAP TF/3 meeting will be held in the second half of 2005 depending on ICAO MID Regional Office work programme and the ATM/SAR/AIS SG/7 meeting scheduled for 2005. The venue will be ICAO MID Regional Office in Cairo, unless a State is interested in hosting this meeting.

6.3.3 The meeting then agreed on the provisional agenda proposed by the Secretariat as shown at **Appendix 6B** to the report on agenda item 6.

MIDANPIRG
AERONAUTICAL INFORMATION SERVICES AND AERONAUTICAL CHARTS TASK FORCE (AIS/MAP/TF)

1. TERMS OF REFERENCE

The AIS/MAP Task Force shall:

1) Examine the Status of implementation of the ICAO requirements in the field of AIS/MAP;

2) Identify and review those specific deficiencies related to AIS/MAP and recommend action to be taken to eliminate them;

3) Prepare amendments to relevant MID Basic ANP and FASID, as appropriate; ~~and~~

4) Assist States to implement a quality system for aeronautical information in an expeditious manner;

5) Monitor and review latest developments in the AIS/MAP field; and

6) Foster the integrated improvement of aeronautical information services through proper training and qualification of the personnel performing technical duties in this aeronautical activity.

The AIS/MAP Task Force shall report to the ATM/SAR/AIS Sub-Group at each Sub-Group meeting.

2. WORK PROGRAMME

Ref	Tasks	Priority	Target Completion Date
1	Identify reasons that hinder States from implementation and adherence to the AIRAC System and suggest ways and means, which would facilitate adherence to the AIRAC System.	A	2004
2	Analyze the status of implementation of WGS-84 in the MID Region and recommend measures to be taken to improve the situation.	A	~~2004~~ 2005
3	Review the status of implementation of ICAO requirements pertaining to the Integrated Aeronautical Information Package and aeronautical charts in the MID Region.	A	~~2003~~ -(1)
4	Foster the standardized production of aeronautical charts in the MID Region, identifying the obstacles that States could have in adjusting to the specifications of ICAO Annex 4.	A	~~2004~~ 2005
5	Recommend possible course of action to be taken by States in order to comply with ICAO Annex 4 requirements.	A	~~2004~~ 2005
~~6~~	~~Define technical and administrative aspects to facilitate the production of aeronautical charts based on WGS-84.~~	~~A~~	~~2005~~
~~7~~ 6	Foster the implementation of Quality System within the Aeronautical Information Services in the MID Region, identifying the difficulties that States could have to comply with the specifications of ICAO Annex 15.	A	~~2004~~ 2005
~~8~~ 7	Recommend possible course of action to be taken by each State in order to comply with ICAO requirements pertaining to Quality system.	A	~~2004~~ 2005
~~9~~ 8	Develop a Quality assurance/management Plan for the MID Region to orient/assist States in the implementation of Quality Management System in accordance with ISO 9001-2000.	A	2005
9	Monitor and review technical and operating developments in the area of automation and AIS databases.	A	2005
10	Develop a cohesive Air Navigation Plan ~~concerning~~ for AIS Automation in the MID Region taking into consideration the outcomes of the 11th Air Navigation Conference. ~~AIS/MAP 98 Divisional meeting in terms of data models, exchange of electronic aeronautical information, electronic aeronautical charts and Study/develop technical requirements for the provision of electronic data.~~	A	2005
11	Describe the integrated Regional Automated AIS System for the MID Region: ✓ Recommend distribution and fall-back procedures; ✓ Recommend the communications network requirements for the MID Region Automated AIS Systems; ✓ Recommend provisions to meet reliability and redundancy requirements; ✓ Recommend common AIS query procedures;	A	2005
12	Carry out studies for the harmonization and automated processing of AIS, MET and FPL products in the MID Region;	A	2005
13	Prepare amendments to relevant MID Basic ANP and FASID, as appropriate.	A	-(1)
14	~~Ensure~~ Highlight the importance of giving ~~that~~ AIS its ~~given~~ proper status in the Civil Aviation Administrations. ~~and that AIS personnel is well trained; and recommend possible course of action to be taken by~~ each State in order to meet the future CNS/ATM requirements.	A	~~2004~~ 2005
15	Identify the AIS/MAP training resources available in the MID Region.	A	2005
16	Propose an AIS/MAP training action plan for the MID Region	A	2005

(1) Continuous Task

3. PRIORITIES

A High priority tasks, on which work should be speeded up.

B Medium priority tasks, on which work should begin as soon as possible, but without detriment to priority A tasks.

C Tasks of lesser priority, on which work should begin as time and resources allow, but without detriment to priority A and B tasks.

4. COMPOSITION

~~All MID~~ MIDANPIRG Provider States + IATA + IFALPA

AIS/MAP TF/2
Appendix 6B to the Report on Agenda Item 6

THIRD MEETING OF THE MIDANPIRG AIS/MAP TASK FORCE

PROVISIONAL AGENDA

Agenda Item 1:	Adoption of provisional agenda
Agenda Item 2:	Follow-up of MIDANPIRG/9 Decisions and Conclusions addressing the AIS/MAP field
Agenda Item 3:	Review of the implementation status of ICAO requirements in the AIS/MAP field
Agenda Item 4:	Review of air navigation deficiencies in the AIS/MAP field
Agenda Item 5:	AIS Automation and Quality System
Agenda Item 6:	Latest developments in the AIS/MAP field
Agenda Item 7:	Any other business

- Outcome of the AIS/MAP Seminar/2, November-December 2004
- Review and update of the Terms of Reference and Work Programme of the AIS/MAP Task Force
- Future Work Programme
