



International Civil Aviation Organization

Air Traffic Services Route Network Task Force (ARN TF)

Fifth Meeting

(Amman, Jordan, 05 - 07 February 2012)

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**Agenda Item 6: Review and update the Deficiencies in the ATS Routes Network**

REVIEW OF THE ATS ROUTE NETWORK DEFICIENCIES

*(Presented by the Secretariat)*

**SUMMARY**

This working paper presents the deficiencies in the ATS Route Network for review, update and proposal for remedial actions.

Action by the meeting is at paragraph 3.

**REFERENCES**

- DGCA-MID/1 Report
- MIDANPIRG/12 Report

**1. INTRODUCTION**

1.1 In order to avoid different interpretations of the problems raised, which could be classified as complaints or mission findings rather than deficiencies, for the purposes of discussion and association actions in this working paper, the following standard definition of “deficiency” adopted by the ICAO Council in November 2001 is used:

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

**2. DISCUSSION**

2.1 The majority of the deficiencies are related to none implementation and/or the elimination of portions/segments of ATS routes that are of variance to the ANP ATS Table 1 – ATS route.

2.2 The updating of the list of deficiencies, which is considered as a living document, is an on-going process within the MIDANPIRG framework and the Secretariat to reflect the identified/reported air navigation deficiencies in the MID Region. The updated list of deficiencies concerning the work programme of the Task Force is as at **Appendix A** to this working paper for review by the meeting.

2.3 The meeting may wish to recall that MIDANPIRG/12 developed Conclusion 12/75 and the DGCA-MID/1 Conclusion 1/2 related to the elimination of air navigation deficiencies as follows:

*CONCLUSION 12/75: ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION*

*That, MID States be urged to:*

- a) review their respective lists of identified deficiencies, define their root causes and forward an action plan for rectification of outstanding deficiencies to the ICAO MID Regional Office prior to 31 March 2011;*
- b) use the online facility offered by the ICAO MID Air Navigation Deficiency Database (MANDD) for submitting online requests for addition, update, and elimination of air navigation deficiencies;*
- c) accord high priority to eliminate all air navigation deficiencies with emphasis on those with priority “U”; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, who are provided with appropriate initial, on-the-job and recurrent training; and*
- d) seek support from regional and international organizations (i.e. ACAC, GCC, etc.) for the elimination of identified air navigation deficiencies;*

*DGCA-MID/1 CONCLUSION 1/2 - ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE MID REGION*

*That, States:*

- a) accord high priority to the elimination of air navigation deficiencies; in particular by allocating the necessary budget to ensure that their Civil Aviation Authorities have and retain a sufficient number of qualified technical personnel, and provide appropriate initial, on-the-job and recurrent training;*
- b) work cooperatively towards the elimination of common deficiencies; and*
- c) consider the use of the Regional Safety Oversight Organizations (RSOOs) as an efficient mechanism for, inter-alia, the provision of appropriate training to technical staff and elimination of common deficiencies.*

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) review and update the list of deficiencies as at **Appendix A** to this working paper; and
- b) review and recommend ways and means to eliminating the deficiencies.

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APPENDIX A

Deficiencies in the ATM/SAR Field

BAHRAIN

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Bahrain	Dec, 2011 Jun, 2012	A
2	Annex 11 Para. 2.30	-	Development of contingency plan Development of contingency plan	Nov, 2006	Under development - signed with Saudi Arabia, Qatar, Kuwait, Iran and Oman.  Pending - Agreement yet to be signed with UAE  Under development : signed with Saudi Arabia, Qatar, Kuwait, Iran Oman and UAE.	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Bahrain	Dec, 2011	A

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

EGYPT

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Egypt has promulgated regulations and started development of SAR agreement with Cyprus and other States	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Egypt with neighboring States	Dec, 2011 Dec, 2012	A	
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	-	H	Egypt ICAO	Dec, 2011	A	
3	MID-ANP Table ATS-1	-	ATS Route LUL315 not implemented	Mar, 2007	The segments CAIRO-HURGHADA-GHBAI are not implemented (Alternative A727)	S	Egypt	Dec, 2011	B	

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Deficiencies in the ATM/SAR Field

IRAN

Item No	Identification		Deficiencies			Corrective Action				
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Most of MID States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iran with neighboring States	<del>Dec, 2011</del> Dec, 2012	A
2	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Ongoing	H O H	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Iran	<del>Dec, 2011</del> Jun, 2012	A
3	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Ongoing	H O	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iran	<del>Dec, 2011</del> Jun, 2012	U
4	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAR	Dec, 2006	KUMUN-PAPAR segment not implemented	S	States to continue negotiations with one another. Iran has no plan to implement the route segment	Iran and UAE	<del>Dec, 2011</del> Dec, 2012	B

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Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
5	MHD ANP Table ATS-1 extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UP574 was extended beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment ULDUS (380000N 0510100E) to DODAG (390956N 0510137E) was extended by Iran through NOTAM without prior coordination. The segment ULDUS (380000N 0510100E) to DODAG (390956N 0510137E) was extended by Iran through NOTAM without prior coordination.	Iran is required to revert back to the Original Exit point on ATS route UP574 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U
6	MHD ANP Table ATS-1 extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route R794 was extended beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment ULDUS (380000N 0510100E) to EGMS (390153N 0503704E) was extended by Iran through NOTAM without prior coordination.	Iran is required to revert back to the Original Exit point on ATS route UP574 until coordination with ICAO and concerned States is completed. Iran is required to revert back to the Original Exit point on ATS route R794 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U

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Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
7	MHD ANP Table ATS - extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UN319 was extended beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segments ULDUS (380000N 0510100E) to OTUNA (385037N 0500309E) was extended by Iran through NOTAM without prior coordination. The segment ULDUS (380000N 0510100E) to OTUNA (385037N 0500309E) was extended by Iran through NOTAM without prior coordination.	Iran is required to revert back to the Original Exit point on ATS route UN319 until coordination with ICAO and concerned States is completed. Iran is required to revert back to the Original Exit point on ATS route UN319 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U

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	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
8	MHD ANP Table ATS + extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UP567 was extended beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segments ULDUS (380000N 0510100E) to PAVUR (384506N 0494854E) was extended by Iran through NOTAM without prior coordination. The segment ULDUS (380000N 0510100E) to PAVUR (384506N 0494854E) was extended by Iran through NOTAM without prior coordination.	Iran is required to revert back to the Original Exit point on ATS route UP574 until coordination with ICAO and concerned States is completed. Iran is required to revert back to the Original Exit point on ATS route UP567 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U

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Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
9	MHD ANP Table ATS + establishment of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UN39 was established beyond Iran FIR during the Unilateral Change of the Iran FIR. This designator is not from the MHD ATS Route designator list.	Jun, 2011	The segment ULDUS (380000N 0510100E) to EGMHS (390153N 0503704E) was established by Iran through NOTAM without prior coordination.	Iran is required to revert back to the Original Exit point on ATS route UN39 until coordination with ICAO and concerned States is completed.  Iran is required to revert back to the Original Exit point on ATS route UN39 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U

(\*) Rationale for non-elimination: "F"= Financial "H"= Human Resources "S"= State (Military/political) "O"= Other unknown causes

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
10	MHD-ANP Table ATS-1 establishment of ATS-route through the Unilateral-Air Space Change-of the Iran FIR	-	ATS-route UN23 was established beyond Iran FIR during the Unilateral Change-of the Iran FIR	Jun, 2011	The segment ULDUS (380000N 0510100E) to ORAMUN (385733N 050257E) was extended by Iran through NOTAM without prior coordination.	Iran is required to revert back to the Original Exit point on ATS route UN23 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U
11	MHD-ANP Table ATS-1 establishment of ATS-route through the Unilateral-Air Space Change-of the Iran FIR	-	ATS-route G177 was ESTABLISHED beyond Iran FIR during the Unilateral Change-of the Iran FIR	Jan, 2011	The segment ULDUS (380000N 0510100E) to OTUNA (385037N 0500309E) was extended by Iran through NOTAM without prior coordination. The designator does not form part of the MHD-ATS Route designator list.	Iran is required to delete and revert back to the Original FIR boundary point until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U

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Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
12	MHD ANP Table ATS - extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route UN60 was extended beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment LALDA (380000N 0510400E) to PAVUR (381615N 0494511E) was established by Iran through NOTAM without prior coordination. The designator is not from the MHD-ATS Route designator list.	Iran is required to revert back to the Original Exit point on ATS route UN60 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U
13	MHD ANP Table ATS - extension of ATS route through the Unilateral Air Space Change of the Iran FIR	-	ATS route A357 was established beyond Iran FIR during the Unilateral Change of the Iran FIR	Jun, 2011	The segment LALDA (381615N 0494511E) to PAVUR (384506N 0494511E) was extended by Iran through NOTAM without prior coordination. The designator is not from the MHD-ATS Route designator list.	Iran is required to delete and revert back to the Original FIR boundary until coordination with ICAO and concerned States is completed	Iran	Dec, 2011	U

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	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
14	MHD-ANP Table ATS-I extension of ATS-route through the Unilateral-Air Space Change-of the Iran FIR	-	ATS-route UN25 was established beyond Iran FIR during the Unilateral Change-of the Iran FIR	Jun, 2011	The segment LALDA (384615N 0494511E) to PUXOI (384125N 0493553E) was extended by Iran through NOTAM without prior coordination. The designator is not from the MHD-ATS Route-designator list.	Iran is required to revert back to the Original Exit point on ATS route UN25 until coordination with ICAO and concerned States is completed.	Iran	Dec, 2011	U
15	MHD-ANP extension of FIR through the Unilateral Change-of the Iran FIR	Change of the FIR Boundary	FIR was extended beyond the normal Iran FIR boundary during the Unilateral Change from those shown in the ANP Chart-ATS-I	Jun, 2011	The Iran FIR boundary was extended by Iran through NOTAM without prior coordination from those of the FIRs comprising the MHD region in the Basic ANP as shown in Chart-ATS-I	Iran is required to revert back to the Original FIR Boundary until coordination with ICAO and concerned States is completed	Iran	Dec, 2011	U

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A-11

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
16	MID ANP Table ATS - 1 Plan of ATS Routes	Iran / Iraq	<del>ATS route L126-MIGMI-ILM not implemented</del> ATS route L126 MIGMI - ILM not implemented	Dec, 2011	<del>MIGMI-ILM not implemented</del> MIGMI - ILM not implemented	S States to continue negotiations with one another.	Iran / Iraq	Dec, 2012	B	
17	MID ANP Table ATS - 1 Plan of ATS Routes	Iran	ATS routes M316 not implemented KATUS – GOKSO	Dec, 2011	KATUS – GOKSO segment not implemented	O Need to establish the ATS Route	Iran	Dec, 2012	B	

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**Deficiencies in the ATM/SAR Field**  
**IRAQ**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Iraq with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Iraq with neighboring States	Dec, 2011	A	
2	MID ANP Table ATS-1  Plan of ATS Routes	-	ATS route G667 not implemented	Sep, 2006	Iraq has no plan to open the route	-	Iraq Iran Kuwait	Dec, 2011	B	
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	-	S Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Iraq ICAO	Dec, 2011	A	
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	H Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Iraq	Dec, 2011	U	

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A-13

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
5	MID ANP Table ATS-1 Plan of ATS routes	Iraq and Syria	ATS route UP975 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria. Notam issued opening route in Baghdad FIR	States to negotiate with one another and coordinate opening of the route	Iraq/Syria	Dec, 2011	B
6	MID ANP Table ATS-1 Plan of ATS routes	Iraq and Syria	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria. Notam issued opening route in Baghdad FIR	States to negotiate with one another and coordinate opening of the route	Iraq/Syria	Dec, 2011	B
7	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route G795 Rafha- Basrah segment not implemented	May, 2008	Coordination between Iraq and Saudi Arabia.	States to negotiate coordination issues between the two FIRs, update LoA and coordinate opening of the route	Iraq and Saudi Arabia	Dec, 2011	B
8	MID ANP Table ATS-1 Plan of ATS routes	-	ATS route A424 LOTAN - LOVEK segment (Baghdad FIR) not implemented	May, 2008	Communication problems between concerned FIRs	No plan to open the route.	Iraq	Dec, 2011	B
9	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS Route G669 segment Rafha SOLAT not implemented	May, 2008	Airspace restrictions	Airspace restrictions to be addressed	Iraq	Dec, 2012	B
10	Annex 11 Para 3.3.4.1	Iraq	Non-provision of required data to the MIDRMA ON Regular basis and in a timely manner	Nov, 2011	<del>Non-provision of required data to the MIDRMA</del> Ongoing	Need to provide the MIDRMA with required data on regular basis in order to enable it to discharge its functions and responsibilities	Iraq MIDRMA	Apr, 2012	A
11	MID ANP Table ATS - 1 Plan of ATS routes	Iraq/Iran	ATS routes L126 not implemented MIGMI – ILM	Dec, 2011	MIGMI – ILM segment not implemented	States to continue negotiations with one another.	Iraq/Iran	Dec, 2012	B

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	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
12	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS routes M320 implemented with variance to Table ATS 1, Causing a Safety concern due duplication.	Dec, 2011	RUGIR to RAPLU implemented at variance with the Plan. affecting safety due duplication.	Iraq to negotiate with Kuwait for the extension of the route into Baghdad FIR as depicted in Iraq AIP and proposed for an amendment to the MID ANP.	Iraq	Dec, 2012	B	
13	MID ANP Table ATS-1 Plan of ATS routes	Iraq	ATS routes R652 GIBUX - IVANO implemented at variance with the ANP Causing a safety concern due duplication	Dec, 2011	GIBUX - IVANO implemented at variance with the Plan. Affecting safety	To delete Segment from the AIP or use a temporary route designator.	Iraq	Dec, 2012	B	

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Deficiencies in the ATM/SAR Field

JORDAN

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
1	MID ANP Table ATS-1 Plan of ATS routes	Jordan, Syria	ATS route G662 not implemented. Negotiations with military ongoing, in advanced stage	Dec, 1997	Not implemented Damascus-to-Guriat	States to continue coordination to achieve implementation	Jordan, Syria	Dec, 2011	B
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	National Contingency plan developed	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Jordan	Dec, 2011	A
3	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Work in progress -- SMS developed and details will be forwarded to ICAO	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Jordan	Dec, 2011 Jun, 2012	U
4	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented. Jordan Has no plans to implement	-The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	Jordan-Lebanon and Syria	Dec, 2011 Dec, 2012	B

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	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
5	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Jordan with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Jordan	Jun, 2012	A

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Deficiencies in the ATM/SAR Field

KUWAIT

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Kuwait with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Kuwait with neighboring States	<del>Dec, 2011</del> Dec, 2012	A
2	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Implementation of SMS is expected to start in April 2007 H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Kuwait	<del>Dec, 2011</del> Dec, 2012	U
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	<del>Contingency Plan was signed with Bahrain and Iran. Work is progressing for the coordination with other neighboring States</del> Contingency Plan was signed with Bahrain and Saudi Arabia. Contingency Plan with Iraq and Iran is still awaited to be signed H S S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Kuwait	<del>Dec, 2011</del> Dec, 2012	A

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	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
4	MHD ANP Table ATS-I Plan-of ATS routes	-	ATS route G669-segment-Rafha SOL/AT not implemented	May, 2008	Airspace restrictions	-Airspace restrictions to be addressed—Kuwait has no plan to activate the route-segment. -Iraq ready to implement segment Rafha—SOL/AT	Kuwait	Dec, 2011	B

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Deficiencies in the ATM/SAR Field

LEBANON

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Lebanon with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Agreement signed with Cyprus.	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Lebanon with neighboring States	Dec, 2011 Dec, 2012	A
2	MID-ANP Table ATS-IPlan of ATS routes	Lebanon-Syria	ATS route G202 not implemented	Dec, 1997	Not implemented DAKWE- Damascus Economic impact- alternative routes available-but longer- Not affecting safety	S	ICAO to follow-up- Lebanon intends to discuss re-assignment with Syria	Lebanon-Syria	Dec, 2011	B
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	A plan has been developed and will be forwarded to the MID Regional Office	H O S	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Lebanon ICAO	Dec, 2011 Jun, 2012	A
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Lebanon	Dec, 2011 Jun, 2012	U

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Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
5	MID ANP Table ATS-I	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented	-	Jordan-Lebanon and Syria	<del>Dec, 2011</del> Jun, 2012	B

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

"H"= Human Resources

"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

OMAN

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Oman with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Oman with neighboring States	<del>Jan, 2012</del> Dec, 2012	A
2	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	<del>Under development - signed with Bahrain, Iran AND Yemen pending - Agreement yet to be signed with UAE, Pakistan and India</del> Under development : Agreement yet to be signed with , Pakistan and India	H O S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Oman	<del>Dec, 2011</del> Feb, 2012	A

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

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"S"= State (Military/political)

"O"= Other unknown causes

Deficiencies in the ATM/SAR Field

QATAR

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Qatar and Bahrain with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Lack of SAR agreements can be detrimental to safety of persons in distress where searches overlap national boundaries. Draft Model SAR agreements adopted at MIDANPIRG/5. No significant progress achieved- ICAO to assist	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Qatar and Bahrain	Dec, 2011	A
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Work in progress; agreement signed with Bahrain	S	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Qatar Bahrain ICAO	Dec, 2011	A
3	MID ANP Table ATS - 1	-	ATS Route L/U/L443 not implemented	Nov, 2012	The segment KUPSA AMBEK LAGVA LOPOK TAMRI are not implemented	S	need to establish the route	Qatar	Dec, 2012	B

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**Deficiencies in the ATM/SAR Field**  
**SAUDI ARABIA**

Item No	Identification		Deficiencies			Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Saudi Arabia with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Ready to sign agreement as per drafted (model) agreement presented at ATM/SAR/AIS SG/10 SAR National Board established	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Saudi Arabia with neighboring States	Dec, 2011 Dec, 2012	A
2	MID-ANP Table ATS-1 Plan of ATS routes	Qatar Saudi Arabia	ATS route A115 implemented with variance to Table ATS-1	Dec, 1997	Doha to King Khalid implemented at variance with the Plan - slightly longer Military restrictions Economic impact Not affecting safety. Negotiations with military ongoing	-	Saudi Arabia Qatar	Dec, 2011	B

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Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	A draft contingency plan not fully compliant with the agreed template has been developed. Further work being done in coordination with adjacent States.	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Saudi Arabia	<del>Dec, 2011</del> Dec, 2012	A	
4	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	QMS Department established. SMS development plan adopted in November 2007	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Saudi Arabia	<del>Dec, 2011</del> Dec, 2013	U	

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Deficiencies in the ATM/SAR Field

SYRIA

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	Syria with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing to sign agreements. Agreement with Turkey and Cyprus completed. Agreement with Iraq, Jordan and Lebanon pending	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Syria with neighboring States	Dec, 2011	A
2	MID ANP Table ATS-1 Plan of ATS routes	Lebanon Syria	ATS route G202 not implemented	Dec, 1997	Not implemented DAKWE - Damascus Economic impact- alternative routes available but longer- Not affecting safety	S	ICAO to follow-up -- Syria has no plan to implement the route	Lebanon Syria	Dec, 2011	B
3	MID ANP Table ATS-1 Plan of ATS routes	Iraq Syria	ATS route UL602 not implemented in the Baghdad and Damascus FIRs	Dec, 2003	Coordination between Iraq and Syria	S	States to negotiate with one another and coordinate opening of the routes	Iraq and Syria	Dec, 2011	B
4	MID ANP Table ATS-1 Plan of ATS routes	Iraq Syria	<del>ATS route UP975 not implemented in the Baghdad and Damascus FIRs</del>	Dec, 2003	Coordination between Iraq and Syria	S	<del>States to negotiate with one another and coordinate opening of the routes</del>	<del>Iraq and Syria</del>	Dec, 2011	B

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Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
5	Annex 11 Para. 2.30	-	Development of contingency plans	Nov, 2006	Draft available  H O	Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services	Syria	Dec, 2011	A	
6	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	Committee established  H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Syria	Dec, 2011	U	
7	MID ANP Table ATS-1	-	ATS Route UP559 not implemented	Mar, 2007	The segments TURAIF-TONTU-DAMASCUS-DAKWE-KHALDEH-KUKLA-LARNACA are not implemented  S	Syria has no plan to implement the route.	Jordan-Lebanon and Syria	Dec, 2011	B	

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**Deficiencies in the ATM/SAR Field**

**UAE**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	LIM/MID/RAN Concl. 3/7 Cooperation between States in SAR	UAE with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Work ongoing. The agreement with Bahrain and Oman to be updated and the one with Iran has to be developed/coordinated.	S A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	UAE with neighboring States	Dec, 2012	A	
2	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Plan completed and Agreements signed with Bahrain and Oman. Others pending	O Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services Need to develop and promulgate contingency plans for implementation in the event of disruption of ATS and related supporting services signed with Oman, pending signature with Bahrain, Iran and Qatar	UAE	<del>Dec, 2011</del> Dec, 2012	A	
3	MID ANP Table ATS-1 Plan of ATS routes	Iran / UAE	ATS routes A418/UP574 not implemented KUMUN – PAPAR	Dec, 2006	KUMUN-PAPAR segment not implemented	S States to continue negotiations with one another The UAE considers options for a resolution to be exhausted	Iran and UAE	<del>Dec, 2011</del> Dec, 2012	B	

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**Deficiencies in the ATM/SAR Field**

**YEMEN**

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date First Reported	Remarks/ Rationale for Non-elimination	Description	Executing Body	Date of Completion	Priority for Action	
1	LIM/MID/RAN Concl. 3/7Cooperation between States in SAR	Yemen with neighboring States	Lack of Search and Rescue Agreements between neighboring States	Nov, 1994	Ongoing	S	A. States to commence negotiations with neighbors to establish SAR agreements B. Implement operational SAR agreements C. Implement entry agreements for SAR aircraft of other States	Yemen with neighboring States	Dec, 2011	A
2	Annex 11 para. 2.27	-	Implementation of ATS Safety Management	Nov, 2006	-	H	Need to establish a safety programme in order to achieve an acceptable level of safety in the provision of ATS	Yemen	Dec, 2011	U
3	Annex 11 Para. 2.30	-	Development of contingency plan	Nov, 2006	Ongoing	H O	Need to develop and promulgate contingency plan for implementation in the event of disruption of ATS and related supporting services	Yemen	Dec, 2011	A
4	Annex 11 Para. 3.3.4.1	-	Non-provision of required data to the MID RMA on regular basis and in a timely manner	Oct, 2010	-	O	Need to provide the MID RMA with required data on regular basis, in order to enable it to discharge its functions and responsibilities -- Completion date not given	Yemen, MID RMA, ICAO	<del>Dec, 2011</del> Apr, 2012	A

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

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

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

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

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

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

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

**Definition:**

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

- END -

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