



International Civil Aviation Organization

MID Air Navigation Plan Ad-hoc Working Group

Second Meeting (ANP WG/2)  
(Cairo, Egypt, 16 - 18 December 2014)

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**Agenda Item 3: Development of the new MID Air Navigation Plan**

REVIEW OF VOLUMES I and II - PART V - MET

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents Part V-MET of Volumes I and II of the MID eANP.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MIDANPIRG/14 Report
- MSG/4 Report

**1. INTRODUCTION**

1.1 The Council approved the new eANP Template (Volumes I, II and III) and corresponding procedure for amendment on 18 June 2014 (202nd session, Fourth meeting).

**2. DISCUSSION**

2.1 A consolidated version of the MID eANP Volumes I and II - Part V - MET developed based on the Council approved Template are at **Appendices A and B**.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to review and update, as appropriate, the MID eANP Volumes I and II - Parts V - MET at **Appendices A and B**, in particular Tables MET II-1, MET II-2, MET II-3 and MET II MID-1.

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## MID ANP, VOLUME I

### PART V – METEOROLOGY (MET)

#### 1. INTRODUCTION

1.1 This part of the MID ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aeronautical meteorology (MET) facilities and services in the MID Region and complements the provisions of the ICAO SARPs and PANS related to MET. It contains stable plan elements related to the assignment of responsibilities to States for the provision of MET facilities and services within the ICAO MID Region in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the MET facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan element related to the assignment of responsibilities to States for the provision of MET facilities and services and the mandatory requirements based on regional air navigation agreements related to MET are contained in the MID ANP Volume II, Part V - MET.

1.3 The MID ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

#### *Standards and Recommended Practices and Procedures for Air Navigation Services*

1.4 The SARPs and PANS and related guidance material applicable to the provision of MET are contained in:

- a) Annex 3 — *Meteorological Service for International Air Navigation*;
- b) *Regional Supplementary Procedures* (Doc 7030);
- c) *Handbook on the IAVW* (Doc 9766);
- d) *Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc 9691); and
- e) *Manual of Aeronautical Meteorological Practice* (Doc 8896).

#### 2. GENERAL REGIONAL REQUIREMENTS

##### *World area forecast system (WAFS) and meteorological offices*

2.1 In the MID Region, WAFS London has been designated as the centre for the operation of the aeronautical fixed service satellite distribution system / WAFS Internet File Service (SADIS and/or WIFS)

and the Internet-based Secure SADIS FTP service. The status of implementation of SADIS/WIFS by States in the MID Region is detailed in Volume III.

2.2 In the MID Region, WAFS products in digital form should be disseminated by WAFC London using the SADIS 2G satellite broadcast and the Secure SADIS FTP service and/or WIFS.

*Volcanic Ash*

2.3 Volcanic ash advisory centres (VAACs) Toulouse has been designated to prepare volcanic ash advisory information for the MID Region, as indicated below. The status of implementation of volcanic ash advisory information is detailed in Volume III.

- VACC Toulouse

2.4 Selected State volcano observatories have been designated for notification of significant pre-eruption volcanic activity, a volcanic eruption and/or volcanic ash in the atmosphere for the MID Region to their corresponding ACC/FIC, MWO and VAAC, as indicated at **Table MET I-1**. The status of implementation of volcano observatory notice for aviation (VONA) is detailed in Volume III.

*Tropical Cyclone*

2.5 Tropical cyclone advisory centre (TCAC) New Delhi has been designated to prepare tropical cyclone advisory information for the MID Region, as indicated below. The status of implementation of tropical cyclone advisory information is detailed in Volume III.

- TCAC New Delhi

**3. SPECIFIC REGIONAL REQUIREMENTS**

None.

**TABLE MET I-1 - STATE VOLCANO OBSERVATORIES**  
**Explanation of the Table**

**Not Applicable in the MID Region**

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MID ANP, VOLUME II  
PART V – METEOROLOGY (MET)

**1. INTRODUCTION**

1.1 This part of the MID ANP, Volume II, complements the provisions in the ICAO SARPs and PANS related to aeronautical meteorology (MET). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of MET facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the MET facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the States concerned to implement the requirements specified.

**2. GENERAL REGIONAL REQUIREMENTS**

*Meteorological offices*

2.1 In the MID Region, meteorological watch offices (MWO) have been designated to maintain continuous watch on meteorological conditions affecting flight operations within their area(s) of responsibility, as indicated at **Table MET II-1**.

*Meteorological observations and reports*

2.2 In the MID Region, routine observations, issued as a METAR, should be made throughout the 24 hours of each day at intervals of one hour or, for RS and AS designated aerodromes<sup>1</sup>, at intervals of one half-hour at aerodromes as indicated in **Table MET II-2**. For aerodromes included on the VHF VOLMET broadcast as indicated in **Table MET II-3**, routine observations, issued as METAR, should be made throughout the 24 hours of each day.

2.3 At aerodromes that are not operational throughout 24 hours, METAR should be issued at least 3 hours prior to the aerodrome resuming operations in the MID Region.

*Forecasts*

2.4 In the MID Region, an aerodrome forecast, issued as a TAF, should be for the aerodromes indicated in **Table MET II-2**.

2.5 In the MID Region, the period of validity of a routine TAF should be of 9-, 24-, or 30-hours to meet the requirements indicated in **Table MET II-2**.

2.6 In the MID Region, the forecast maximum and minimum temperatures expected to occur during the period of validity, together with their corresponding day and time of occurrence, should be included in TAF at aerodromes indicated in **Table MET II-2**.

2.7 In the MID Region, landing forecasts (prepared in the form of a trend forecast) should be provided at aerodromes indicated in **Table MET II-2**.

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<sup>1</sup> Refer to Table AOP II-1

*Requirements for and use of communications*

2.8 Operational meteorological information prepared as METAR, SPECI and TAF for aerodromes indicated in **Table MET II-2**, and SIGMET messages prepared for flight information regions or control areas indicated in **Table MET II-1**, should be disseminated to the international OPMET databanks designated for the MID Region (namely Jeddah and Bahrain (backup) Regional OPMET Centres) and to the centre designated for the operation of the aeronautical fixed service satellite distribution system (SADIS) and the Internet-based service (Secure SADIS FTP) and/or WIFS in the MID Region.

2.9 SIGMET messages should be disseminated to other meteorological offices in the MID Region.

2.10 Special air-reports that do not warrant the issuance of a SIGMET should be disseminated to other meteorological offices in the MID Region.

2.11 In the MID Region, meteorological information for use by aircraft in flight should be supplied through VOLMET broadcasts.

2.12 In the MID Region, the aerodromes for which METAR and SPECI are to be included in VOLMET broadcasts, the sequence in which they are to be transmitted and the broadcast time, is indicated in **Table MET II-3**.

### **3. SPECIFIC REGIONAL REQUIREMENTS**

3.1 In the MID Region, operational meteorological information during the Pilgrimage Season should be issued as indicated in **Table II-MID-1**.



**TABLE MET II-1 - METEOROLOGICAL WATCH OFFICES****EXPLANATION OF THE TABLE****Column**

- 1 Name of the State where meteorological service is required
- 2 Name of the flight information region (FIR) or control area (CTA) where meteorological service is required  
*Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.*
- 3 ICAO location indicator of the FIR or CTA
- 4 Name of the meteorological watch office (MWO) responsible for the provision of meteorological service for the FIR or CTA  
*Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.*
- 5 ICAO location indicator of the responsible MWO
- 6 Requirement for SIGMET information (excluding for volcanic ash and for tropical cyclones) to be provided by the MWO for the FIR or CTA concerned, where:  
Y – Yes, required  
N – No, not required
- 7 Requirement for SIGMET information for volcanic ash to be provided by the MWO for the FIR or CTA concerned, where:  
Y – Yes, required  
N – No, not required
- 8 Requirement for SIGMET information for tropical cyclone to be provided by the MWO for the FIR or CTA concerned, where:  
Y – Yes, required  
N – No, not required
- 9 Requirement for AIRMET information to be provided by the MWO for the FIR or CTA concerned, where  
Y – Yes, required  
N – No, not required

State	FIR or CTA Where Meteorological Service is Required		Responsible Meteorological Watch Office		Meteorological Service To Be Provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
BAHRAIN	BAHRAIN FIR	OB BB	BAHRAIN INTL	OB BI	Y	Y	Y	
EGYPT	CAIRO ACC	HE CC	CAIRO INTL	HE CA	Y	Y		
IRAN (ISLAMIC REPUBLIC OF)	TEHRAN (ACC/FIC/FIR)	OI IX	TEHRAN/MEHRABA D INTL	OI II	Y	Y	Y	
IRAQ	BAGHDAD FIR and SRR	OR BS OR BB	BAGHDAD INTL AIRPORT	OR BI	Y	Y		
JORDAN	AMMAN (ACC/FIC)	OJ AC	AMMAN/QUEEN ALIA	OJ AI	Y	Y		
KUWAIT	ACC/AERODROME CONTROL TOWER	OK AC	KUWAIT INTL AIRPORT	OK BK	Y	Y	Y	
LEBANON	BEIRUT/BEIRUT INTL	OL BA	BEIRUT/BEIRUT INTL	OL BA	Y	Y		
LIBYA	TRIPOLI FIR/SRR	HLL L*	TRIPOLI (Tripoli Intl.)	HLL T	Y	Y		
OMAN	MUSCAT FIR	OO MM	MUSCAT/MUSCAT INTL	OO MS	Y	Y	Y	
SAUDI ARABIA	JEDDAH FIR	OE JD	JEDDAH/KING ABDULAZIZ INTL	OE JN	Y	Y	Y	
SUDAN	KHARTOUM FIR/SRR	HSS S	KHARTOUM	HSS S	Y	Y		
SYRAIN ARAB REPUBLIC	DAMASCUS/INTL	OS DI	DAMASCUS INTL	OS DI	Y	Y		
UNITED ARAB EMIRATES	EMIRATES FIR	OM AE	ABU DHABI INTL	OM AA	Y	Y	Y	
YEMEN	SANAA/INTL	OY SN	SANAA INTL	OY SN	Y	Y	Y	



**TABLE MET II-2 - AERODROME METEOROLOGICAL OFFICES****EXPLANATION OF THE TABLE****Column**

- 1 Name of the State where meteorological service is required
- 2 Name of the AOP aerodrome where meteorological service is required  
*Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.*
- 3 ICAO location indicator of the AOP aerodrome
- 4 Designation of AOP aerodrome:  
 RG - international general aviation, regular use  
 RS - international scheduled air transport, regular use  
 RNS - international non-scheduled air transport, regular use  
 AS - international scheduled air transport, alternate use  
 ANS - international non-scheduled air transport, alternate use
- 5 Name of the aerodrome meteorological office responsible for the provision of meteorological service  
*Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.*
- 6 ICAO location indicator of the responsible aerodrome meteorological office
- 7 Requirement for METAR/SPECI from the aerodrome concerned, where:  
 Y – Yes, required  
 N – No, not required
- 8 Requirement for information on the state of the runway provided by the appropriate airport authority to be included as supplementary information in METAR/SPECI from the aerodrome concerned, where:  
 Y – Yes, required  
 N – No, not required
- 9 Requirement for trend forecast to be appended to METAR/SPECI from the aerodrome concerned, where  
 Y – Yes, required  
 N – No, not required
- 10 Requirement for TAF from the aerodrome concerned, where  
 C - Requirement for 9-hour validity aerodrome forecasts in TAF code (9H)  
 T - Requirement for 18/24-hour validity aerodrome forecasts in TAF code (18/24H)  
 X - Requirement for 30-hour validity aerodrome forecasts in TAF code (30H)  
 N – No, not required
- 11 Requirement for maximum and minimum temperature (expected to occur during the period of validity of the TAF) to be included in TAF from the aerodrome concerned, where:  
 Y – Yes, required  
 N – No, not required
- 12 Availability of METAR/SPECI and TAF from the aerodrome concerned, where:  
 F – Full availability : OPMET information as listed issued for the aerodrome all through the 24-hour period  
 P – Partial availability: OPMET information as listed not issued for the aerodrome for the entire 24-hour period

State	AOP Aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI and TAF availability
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the runway	Trend forecast	TAF	Temperature Tx/Th	
1	2	3	4	5	6	7	8	9	10	11	12
BAHRAIN	BAHRAIN INTL	OBBI	RS	BAHRAIN INT'L	OBBI	Y		Y	X		F
EGYPT	AL ALAMAIN INTL	HEAL	AS	CAIRO INTL	HECA				*		P
	ALEXANDRIA INTL	HEAX	RS	CAIRO INTL	HECA	Y		Y	X		F
	ASWAN INTL	HESN	RS	CAIRO INTL	HECA	Y		Y	X		F
	ASYUT INTL	HEAT	AS	CAIRO INTL	HECA	Y			X		F
	CAIRO INTL	HECA	RS	CAIRO INTL	HECA	Y		Y	X		F
	HURGHADA INTL	HEGN	RS	CAIRO INTL	HECA	Y		Y	X		F
	LUXOR INTL	HELX	RS	CAIRO INTL	HECA	Y		Y	X		F
	MARSA ALAM INTL	HEMA	RS	CAIRO INTL	HECA	Y			X		F
	SHARK OWEINAT	EL HEOW	AS	CAIRO INTL	HECA	Y			X		F
	SHARM SHEIKH INTL	EL HESH	RS	CAIRO INTL	HECA	Y			X		F
	SOHAG INTL	HESG	AS	CAIRO INTL	HECA				*		P
	ST.CATHERINE INTL	HESC	AS	CAIRO INTL	HECA	Y			X		F
	TABA INTL	HETB	RS	CAIRO INTL	HECA	Y			X		F
IRAN (ISLAMIC REPUBLIC OF)	BANDAR ABBASS INTL	OIKB	RS	TEHRAN/ MEHRABAD INTL	OIII	Y			T		F
	ESFAHAN / SHAHID BEHESHTI INTL	OIFM	RS	TEHRAN/ MEHRABAD INTL	OIII	Y			X		F
	MASHHAD/ SHAHID HASHEMI NEJAD INTL	OIMM	RS	TEHRAN/ MEHRABAD INTL	OIII	Y			T		F
	SHIRAZ/ SHAHID DASTGHAIB INTL	OISS	RS	SHIRAZ/ SHAHID DASTGHAIB INTL	OISS	Y		Y	X		F
	TABRIZ INTL	OITT	RNS	TABRIZ/ INTL	OITT	Y			X		F
	TEHRAN/ IMAM	OIII	RS	TEHRAN/	OIII	Y		Y	X		F

	KHOMAINI INTL			MEHRABAD INTL					
	TEHRAN/ MEHRABAD INTL	OIII	RS	TEHRAN/ MEHRABAD INTL	OIII	Y	Y	T	F
	ZAHEDAN INTL	OIZH	RS	TEHRAN/ MEHRABAD INTL	OIII	Y		T	F
<b>IRAQ</b>	AL NAJAF	ORNI	RNS			Y		T	F
	BAGHDAD INTL	ORBI	RS	BAGHDAD INTL	ORBI	Y	Y	T	F
	BASRAH INTL	ORMM	RS	BAGHDAD INTL	ORBI	Y	Y	T	F
	ERBIL INTL	ORER	RS			Y		T	F
	MOSUL INTL	ORBM	RS	BAGHDAD INTL	ORBI		Y	T	F
	SULAYMANIYAH INTL	ORSU	RS			Y		T	F
<b>JORDAN</b>	AMMAN/ MARKA	OJAM	AS	AMMAN/ MARKA	OJAM	Y	Y	T	F
	AMMAN/ QUEEN ALIA	OJAI	RS	AMMAN/ MARKA	OJAM	Y	Y	X	F
	AQABA/ KING HUSSEIN	OJAQ	RNS	AMMAN/ MARKA	OJAM	Y			F
	JERUSALEM/ JERUSALEM	OJJR	RS	AMMAN/ MARKA	OJAM				N
<b>KUWAIT</b>	KUWAIT INTL	OKBK	RS	KUWAIT/ INTL	OKBK	Y	Y	X	F
<b>LEBANON</b>	BEIRUT/ BEIRUT INTL	OLBA	RS	BEIRUT/ BEIRUT INTL	OLBA	Y	Y	X	F
<b>LIBYA</b>	BENGHAZI / BENINA INTL	HLLB	RS	BENGHAZI / BENINA INTL	HLLB	Y	Y	T	F
	SEBHA / SEBHA INTL	HLLS	RS	BENGHAZI / BENINA INTL	HLLB	Y			F
	TRIPOLI / TRIPOLI INTL	HLLT	RS	TRIPOLI / TRIPOLI INTL	HLLT	Y	Y	T	F
<b>OMAN</b>	MUSCAT/ MUSCAT INTL.	OOMS	RS	MUSCAT/ MUSCAT INTL.	OOMS	Y	Y	X	F
	SALALAH	OOSA	AS	SALALAH	OOSA	Y		X	F
<b>QATAR</b>	DOHA INTL	OTBD	RS	DOHA INTL	OTBD	Y	Y	T	F
	HAMAD INTL	OTHH	RS	DOHA INTL	OTBD		Y	X	F
<b>SAUDI ARABIA</b>	DAMMAM/ KING FAHD INTL	OEDF	RS			Y		X	F
	JEDDAH/ KING ABDULAZIZ INTL	OEJN	RS	JEDDAH/ KING ABDULAZIZ INTL	OEJN	Y	Y	X	F
	MADINAH/ PRINCE	OEMA	RS	JEDDAH/ KING	OEJN	Y	Y	T	F

	MOHAMMAD BIN ABDULAZIZ INTL RIYADH/ KING KHALED INTL	OERK	RS	ABDULAZIZ INTL JEDDAH/ KING ABDULAZIZ INTL	OEJN	Y	Y	X	F
<b>SOUTH SUDAN</b>	JUBA	HSSJ	RS	KHARTOUM	HSSS	Y			<del>N</del> F
<b>SUDAN</b>	KASSALA	HSKA	AS	KHARTOUM	HSSS	Y			F
	KHARTOUM	HSSS	RS	KHARTOUM	HSSS	Y	Y	X	F
	PORT SUDAN	HSPN	RS	WADI HALFA	HSSW	Y		X	F
<b>SYRIAN ARAB REPUBLIC</b>	ALEPPO INTL	OSAP	RS	DAMASCUS INTL	OSDI	Y		T	F
	BASSEL AL- ASSAD INTL	OSLK	RS	DAMASCUS INTL	OSDI	Y		T	F
	LATTAKIA DAMASCUS INTL	OSDI	RS	DAMASCUS INTL	OSDI	Y	Y	X	F
<b>UNITED ARAB EMIRATES</b>	ABU DHABI INTL	OMAA	RS	ABU DHABI INTL	OMAA	Y	Y	X	F
	AL AIN INTL	OMAL	RS	ABU DHABI INTL	OMAA	Y	Y	X	F
	ABU DHABI/ AL BATEEN EXECUTIVE	OMAD	RS	ABU DHABI INTL	OMAA	Y	Y	X	F
	DUBAI INTL	OMDB	RS	DUBAI INTL	OMDB	Y	Y	X	F
	DUBAI/ AL MAKTOUM INTL	OMDW	RS	DUBAI INTL	OMDB	Y	Y	X	F
	FUJAIRAH INTL	OMFJ	RS	DUBAI INTL	OMDB	Y		X	F
	RAS AL KHAIMAH INTL	OMRK	RS	DUBAI INTL	OMDB	Y		X	F
	SHARJAH INTL	OMSJ	RS	DUBAI INTL	OMDB	Y		X	F
<b>YEMEN</b>	ADEN INTL	OYAA	RS	SANAA/ INTL	OYSN	Y	Y	X	F
	HODEIDAH INTL	OYHD	RS	SANAA/ INTL	OYSN	Y		T	F
	MUKALLA INTL	OYRN	RS	SANAA/ INTL	OYSN	Y		T	F
	SANAA INTL	OYSN	RS	SANAA/ INTL	OYSN	Y		T	F
	TAIZ INTL	OYTZ	RS	SANAA/ INTL	OYSN	Y		T	F

**TABLE MET II-3 – VOLMET BROADCASTS**

## EXPLANATION OF THE TABLE

The transmitting station appears at the top of each block.

Names in lower case letters indicate aerodromes for which reports (routine or selected special) are required.

Names in upper-case letters indicate aerodromes for which forecasts are required.

Istanbul 25B30 55B60	Shiraz 20B25 50B55	Tehran 15B20 45B50
Istanbul Ankara Athinai Thessaloniki Roma Tehran  ISTANBUL	Tehran Shiraz Isfahan Kuwait Bandar Abbass Bahrain Muscat Dubai SHIRAZ	Tehran Shiraz Mashhad Karachi Ashgabat Baku Yerevan Tashkent TEHRAN

**TABLE MET II-MID-1 - EXCHANGE OF OPERATIONAL METEOROLOGICAL  
INFORMATION DURING THE PILGRIMAGE SEASON**

**EXPLANATION OF THE TABLE**

**Column**

- 1 Name of the State in which the operational meteorological information should be available.
- 2 Location from which, or related to which, the operational meteorological information refers.
- 3 TF – Aerodrome forecasts X: Seasonal requirement
- 4 RF – Route forecasts

To be available in	From or related to	Information required	
		TF	RF
1	2	3	4
LIBYA	DHAHRAN	X	
	MADINAH	X	
	RIYADH	X	
	ALGER (route/ ruta Casablanca-Tripoli)		X
	CAIRO (route/ ruta Tripoli-Jeddah)		X
SAUDI ARABIA	ABIDJAN	X	
	ACCRA	X	
	AKTYUBINSK	X	
	ALGER (ROUTE/ RUTA		X
	CASABLANCA- TRIPOLI)	X	
	ALMATY	X	
	ASKHABAT	X	
	BAMAKO	X	
	BANGUI		X
	BRAZZAVILLE		
	CAIRO (ROUTE/ RUTA TRIPOLI-JEDDAH)	X	
	CONAKRY	X	
	COTONOU	X	
	DAKAR	X	
	DOUALA		X
	DUSHANBE		
	KHARTOUM (ROUTE/ RUTA	X	
	KHARTOUM- GENEINA)	X	
	KYIV	X	
	NOUADHIBOU	X	
	OUAGADOUGOU	X	
	SAL ISLAND	X	
	SAMARKAND		
TASHKENT			
SUDAN	BAMAKO	X	
	CONAKRY	X	
	DAKAR	X	
	NOUADHIBOU	X	
	OUAGADOUGOU	X	
	SAL ISLAND	X	
	JEDDAH (route/ ruta Jeddah-Khartoum)		X

- END -